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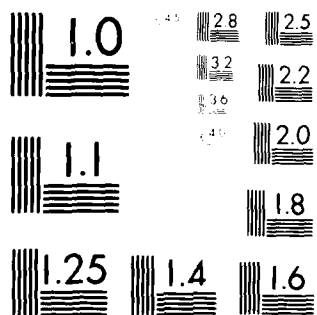
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DEPARTMENT OF TRANSPORTATION  
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July 1, 1972

### FOREWORD

This publication contains navigation requirements which must be followed by all vessels navigating upon the Great Lakes and their connecting and tributary waters. The statutory rules for preventing collisions of vessels are copied from the act of February 8, 1895, as amended (33 U.S.C. 241-294). The regulations supplementing these statutory rules are requirements established by the Commandant, U.S. Coast Guard, and are copied from Part 90 of Title 33, Code of Federal Regulations. Related laws and regulations affecting navigation on the Great Lakes under the cognizance of the Coast Guard, as well as certain pertinent general regulations of the Corps of Engineers, Department of the Army, are also included herein.

This publication replaces the prior edition of September 1, 1966. It includes all the changes and amendments to the rules of the road for the Great Lakes enacted by Congress, or published in the Federal Register through July 1, 1972.

The regulations in this pamphlet are contained in the Code of Federal Regulations, Title 33—Navigation and Navigable Waters. Changes to these regulations are published as they occur in the Federal Register and in the Weekly Notice to Mariners. The Federal Register which is published daily, and the Code of Federal Regulations volumes, which are revised as of 1 January of each year, may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. The Weekly Notice to Mariners may be obtained from Commander (oan), Ninth Coast Guard District, 1240 East 9th Street, Cleveland, Ohio 44199.

## RULES OF THE ROAD—GREAT LAKES

The navigation requirements for vessels navigating the high seas and coastal inland waters of the United States are contained in a pamphlet entitled "Rules of the Road, International-Inland," CG-169. The navigation requirements for vessels navigating the western rivers are set forth in a pamphlet entitled "Rules of the Road, Western Rivers," CG-184. These pamphlets are published by the Coast Guard as required by statute and may be obtained upon request to Coast Guard Marine Inspection Officers or the Commandant (CAS-2/81), U.S. Coast Guard Headquarters, 400 Seventh Street, SW, Washington, D.C. 20590. The Coast Guard is responsible for the enforcement of these rules and regulations. It is the duty of all persons navigating or piloting vessels to familiarize themselves with the requirements for these rules and conform strictly therewith in the navigation of their vessels. To this end, Coast Guard personnel concerned with the administration and enforcement of these rules and regulations will extend every possible assistance.

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## CONTROL SHEET FOR CHANGES

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## CONTROL SHEET FOR CHANGES

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## THE TERMINOLOGY FOR NUMBERING

This is an explanation of the numbering system used in Coast Guard pamphlets containing regulations and is the same as that used in the Code of Federal Regulations.

The regulations regarding navigation are divided into chapters, subchapters, parts, subparts, sections, paragraphs, subparagraphs, and subdivisions. The parts in each chapter are assigned arabic numbers. The sections have been further subdivided into paragraphs, paragraphs into subparagraphs, and subparagraphs into subdivisions. The terminology for numbering may be described as follows:

<i>Terminology</i>	<i>Example</i>
Part .....	90
Section .....	90.01
Paragraph .....	90.1 (a)
Subparagraph .....	90.1 (a) (1)
Subdivision .....	90.1 (a) (1) (i)

## LAWS RELATING TO THE NAVIGATION OF VESSELS

AN ACT TO REGULATE NAVIGATION ON THE GREAT LAKES AND THEIR  
CONNECTING AND TRIBUTARY WATERS, AS AMENDED

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following rules for preventing collisions shall be followed in the navigation of all public and private vessels of the United States upon the Great Lakes and their connecting and tributary waters as far east as Montreal and in the navigation of all other vessels upon such lakes and waters while within the territorial waters of the United States. (28 Stat. 645-650, as amended, 49 Stat. 669, 62 Stat. 82; and Act of March 28, 1958 (Public Law 85-350); 33 U. S. C. 241-295.)*

### STEAM AND SAIL VESSELS

RULE 1. Every steam vessel which is under sail and not under steam, shall be considered a sail vessel; and every steam vessel which is under steam, whether under sail or not, shall be considered a steam vessel. The words "steam vessel" shall include any vessel propelled by machinery. A vessel is under way within the meaning of these rules when she is not at anchor or made fast to the shore or aground. (33 U. S. C. 242.)

### LIGHTS

#### *When exhibited*

RULE 2. The lights mentioned in the following rules, and no others which may be mistaken for the prescribed lights, shall be exhibited in all weathers from sunset to sunrise. The word "visible" in these rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere. (33 U. S. C. 251.)

#### *Steam vessels*

RULE 3. Except in the cases hereinafter expressly provided for, a steam vessel when under way shall carry:

#### *Masthead lights*

(a) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least five miles. Such light shall be at a greater height above the water than the side lights required by subdivisions (b) and (c).

*Starboard side light*

(b) On the starboard side, a green light, so constructed as to throw an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.

*Port side light*

(c) On the port side, a red light, so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.

*Side light screens*

(d) The said green and red lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

*Range lights: Vessels over 100 feet in length*

(e) A steamer of over 100 feet register length shall carry also, when under way, a bright white light so fixed as to throw the light all around the horizon, and of such character as to be visible at a distance of at least three miles. Such light shall be placed in line with the keel at least 15 feet higher than, and more than 50 feet abaft, the light mentioned in subdivision (a) of this rule; or in lieu thereof two such lights of the same character and height as herein described placed not over 30 inches apart horizontally, one on either side of the keel, and so arranged that one or the other or both shall be visible from any angle of approach.

*Range lights: Vessels 100 feet or less in length*

(f) A steam vessel not more than 100 feet in length shall carry also a bright white light aft to show all around the horizon. Such light shall be placed in line with the keel higher than the light required by subdivision (a) of this rule. (33 U. S. C. 252.)

*Vessels having a tow, other than rafts*

RULE 4. A steam vessel having a tow other than a raft shall in addition to the forward bright light mentioned in subdivision (a) of rule three carry in a vertical line not less than six feet above or below that light a second bright light of the same construction and character and fixed and carried in the same manner as the forward bright light mentioned in said subdivision (a) of rule three. Such steamer shall also carry a small bright light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam (33 U. S. C. 253.)

*Vessels towing rafts*

RULE 5. A steam vessel having a raft in tow shall, instead of the forward lights mentioned in rule four, carry on or in front of the foremast, or if a vessel without a foremast then in the fore part of the vessel, at a height above the hull of not less than twenty feet, and if the beam of the vessel exceeds twenty feet, then at a height above the hull not less than such beam, so however that such height need not exceed forty feet, two bright lights in a horizontal line athwartships and not less than eight feet apart, each so fixed as to throw the light all around the horizon and of such character as to be visible at a distance of at least five miles. Such steamer shall also carry the small bright steering light aft, of the character and fixed as required in rule four. (33 U. S. C. 254.)

*Sail vessels*

RULE 6. A sailing vessel under way and any vessel being towed shall carry the side lights mentioned in rule three.

A vessel in tow shall also carry a small bright light aft, but such light shall not be visible forward of the beam. (33 U. S. C. 255.)

*Tugs, etc.*

RULE 7. The lights for tugs under 100 tons register (net), whose principal business is harbor towing, and for boats navigating only on the River Saint Lawrence, also ferryboats, rafts, and canal boats, shall be regulated by rules which have been or may hereafter be prescribed by the Commandant<sup>1</sup> of the Coast Guard. (33 U. S. C. 256.)

*Small vessels*

RULE 8. Whenever, as in the case of small vessels under way during bad weather, the green and red side lights cannot be fixed, these lights shall be kept at hand lighted and ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the portside, nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides. To make the use of these portable

<sup>1</sup> The Coast Guard was transferred to the Department of Transportation and all functions, powers, and duties, relating to the Coast Guard, of the Secretary of the Treasury and of other offices and officers of the Department of the Treasury were transferred to the Secretary of Transportation by Pub. L. 89-670, Oct. 15, 1966, 80 Stat. 931, which created the Department of Transportation. See section 1655 (b) of Title 49 United States Code.

All functions of all officers of the Department of the Treasury, and all functions of all agencies and employees of such Department, were transferred, with certain exceptions, to the Secretary of the Treasury, with power vested in him to authorize their performance or the performance of any of his functions, by any of such officers, agencies, and employees, by 1950 Reorg. Plan No. 26, §§ 1, 2, eff. July 31, 1950, 15 F. R. 4935, 64 Stat. 1280, set out in the Appendix to Title 5 United States Code. Such Plan excepted, from the transfer, the functions of the Coast Guard, and of the Commandant thereof, when the Coast Guard is operating as a part of the Navy under sections 1 and 3 of Title 14 United States Code, Coast Guard. The Secretary of Transportation delegated to the Commandant of the Coast Guard authority to carry out all the activities of the Coast Guard in 49 CFR 1.46.

lights more certain and easy, they shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens. (33 U. S. C. 257.)

#### *Anchor lights*

RULE 9. A vessel under 150 feet register length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light constructed so as to show a clear, uniform, and unbroken light visible all around the horizon at a distance of at least 1 mile: *Provided*, That the Secretary of the Army may, after investigation, by rule, regulation, or order designate such areas as he may deem proper as "special anchorage areas"; such special anchorage areas may from time to time be changed, or abolished, if after investigation the Secretary of the Army shall deem such change or abolition in the interest of navigation: *Provided further*, That vessels not more than 65 feet in length, when at anchor, in any such special anchorage area shall not be required to carry or exhibit the white light required by this article.

A vessel of 150 feet or upward in register length, when at anchor, shall carry in the forward part of the vessel, two white lights at the same height of not less than 20 and not exceeding 40 feet above the hull and not less than 10 feet apart horizontally and athwartships, except that each need not be visible all around the horizon but so arranged that one or the other, or both, shall show a clear, uniform, and unbroken light and be visible from any angle of approach at a distance of at least 1 mile; and at or near the stern of the vessel two similar lights, similarly arranged and at such a height that they shall not be less than 15 feet lower than the forward lights. In addition, the four anchor lights above specified, at least one white deck light shall be displayed in every interval of 100 feet along the deck measuring from the forward lights, said deck lights to be not less than 2 feet above the deck and arranged, so far as intervening structures will permit, so as to be visible from any angle of approach. (33 U. S. C. 258.)

#### *Miscellaneous craft*

RULE 10. Produce boats, canal boats, fishing boats, rafts, or other water craft navigating any bay, harbor, or river by hand power, horsepower, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbor, or river, and not otherwise provided for in these rules, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the Commandant<sup>1</sup> of the Coast Guard. (33 U. S. C. 259.)

#### *Open boats*

RULE 11. Open boats shall not be obliged to carry the side lights required for other vessels, but shall, if they do not carry

<sup>1</sup> See footnote 1 on p. 3 for statement regarding delegation of functions.

such lights, carry a lantern having a green slide on one side and a red slide on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side, nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up in addition if considered expedient. (33 U. S. C. 260.)

#### *Sail vessels*

RULE 12. Sailing vessels shall at all times, on the approach of any steamer during the nighttime, show a lighted torch upon that point or quarter to which such steamer shall be approaching. (33 U. S. C. 261.)

#### *Public vessels; exemptions*

RULE 13. The exhibition of any light on board of a vessel of war or Coast Guard vessel of the United States may be suspended whenever, in the opinion of the Secretary of the Navy, the commander in chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it. (33 U. S. C. 262.)

#### FOG SIGNALS

RULE 14. A steam vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, placed before the funnel not less than 8 feet from the deck, or in such other place as the Coast Guard shall determine, and of such character as to be heard in ordinary weather at a distance of at least two miles, and with an efficient bell, and it is made the duty of the United States Coast Guard when inspecting the same to require each steamer to be furnished with such whistle and bell. A sailing vessel shall be provided with an efficient fog horn and with an efficient bell.

Whenever there is thick weather by reason of fog, mist, falling snow, heavy rainstorms, or other causes, whether by day or by night, fog signals shall be used as follows:

(a) A steam vessel under way, excepting only a steam vessel with raft in tow, shall sound at intervals of not more than 1 minute three distinct blasts of her whistle.

(b) Every vessel in tow of another vessel shall, at intervals of 1 minute, sound four bells on a good and efficient and properly placed bell as follows: By striking the bell twice in quick succession, followed by a little longer interval, and then again striking twice in quick succession (in the manner in which four bells is struck in indicating time).

(c) A steamer with a raft in tow shall sound at intervals of not more than 1 minute a screeching or Modoc whistle for from 3 to 5 seconds.

(d) A sailing vessel under way and not in tow shall sound at intervals of not more than 1 minute—

If on the starboard tack with wind forward of abeam, one blast of her fog horn:

If on the port tack with wind forward of the beam, two blasts of her fog horn;

If she has the wind abaft the beam on either side, three blasts of her fog horn.

(e) A vessel at anchor and a vessel aground in or near a channel or fairway shall at intervals or not more than 2 minutes ring the bell rapidly for from 3 to 5 seconds and, in addition, at intervals of not more than 3 minutes shall sound on the whistle or horn a signal of one short blast, two long blasts, and one short blast in quick succession.

(f) Vessels of less than 10 tons registered tonnage, not being steam vessels, shall not be obligated to give the above-mentioned signals, but if they do not they shall make some other efficient sound signal at intervals of not more than 1 minute.

(g) Produce boats, fishing boats, rafts, or other water craft navigating by hand power or by the current of the river, or anchored or moored in or near the channel or fairway and not in any port, and not otherwise provided for in these rules, shall sound a fog horn, or equivalent signal, at intervals of not more than 1 minute. (33 U. S. C. 271.)

RULE 15. Every vessel shall, in thick weather, by reason of fog, mist, falling snow, heavy rainstorms, or other causes, go at moderate speed. A steam vessel hearing, apparently not more than four points from right ahead, the fog signal of another vessel shall at once reduce her speed to bare steerageway, and navigate with caution until the vessels shall have passed each other. (33 U. S. C. 272.)

#### STEERING AND SAILING RULES

##### SAILING VESSELS

RULE 16. When two sailing vessels are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, namely:

(a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.

(b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d) When they are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward. (33 U. S. C. 281.)

##### STEAM VESSELS

#### *Meeting end on*

RULE 17. When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision each shall alter her course

to starboard, so that each shall pass on the port side of the other. (33 U. S. C. 282.)

#### *Crossing*

RULE 18. When two steam vessels are crossing so as to involve risk of collision the vessel which has the other on her own starboard side shall keep out of the way of the other. (33 U. S. C. 283.)

#### *Steam and sail vessels meeting*

RULE 19. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision the steam vessel shall keep out of the way of the sailing vessel. This rule shall not give to a sailing vessel the right to hamper, in a narrow channel, the safe passage of a steam vessel which can navigate only inside that channel. (33 U. S. C. 284.)

#### *Right of way*

RULE 20. Where, by any of the rules herein prescribed, one of two vessels shall keep out of the way, the other shall keep her course and speed. (33 U. S. C. 285.)

#### *Duty to slacken speed or stop*

RULE 21. Every steam vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse. (33 U. S. C. 286.)

#### *Overtaking vessel*

RULE 22. Notwithstanding anything contained in these rules every vessel overtaking any other shall keep out of the way of the overtaken vessel. (33 U. S. C. 287.)

#### *Signals indicating course*

RULE 23. In all weathers every steam vessel under way in taking any course authorized or required by these rules shall indicate that course by the following signals on her whistle, to be accompanied whenever required by corresponding alteration of her helm; and every steam vessel receiving a signal from another shall promptly respond with the same signal or, as provided in rule twenty-six:

One blast to mean, "I am directing my course to starboard."

Two blasts to mean, "I am directing my course to port." But the giving or answering signals by a vessel required to keep her course shall not vary the duties and obligations of the respective vessels. (33 U. S. C. 288.)

[See rule twenty-nine for orders to helmsmen.]

#### *Rivers and channels*

RULE 24. That in all narrow channels where there is a current, and in the rivers Saint Marys, Saint Clair, Detroit, Niagara, and



Saint Lawrence, when two steamers are meeting, the descending steamer shall have the right-of-way, and shall, before the vessels shall have arrived within the distance of one-half mile of each other, give the signal necessary to indicate which side she elects to take. In all narrow channels a steam vessel of less than sixty-five feet in length shall not hamper the safe passage of a vessel which can navigate only inside that channel. (33 U. S. C. 289.)

*Narrow channels*

RULE 25. In all channels less than five hundred feet in width, no steam vessel shall pass another going in the same direction unless the steam vessel ahead be disabled or signify her willingness that the steam vessel astern shall pass, when the steam vessel astern may pass, subject, however, to the other rules applicable to such a situation. And when steam vessels proceeding in opposite directions are about to meet in such channels, both such vessels shall be slowed down to a moderate speed, according to the circumstances. (33 U. S. C. 290).

*Dissent to signal given*

RULE 26. If the pilot of a steam vessel to which a passing signal is sounded deems it unsafe to accept and assent to said signal, he shall not sound a cross signal but in that case, and in every case where the pilot of one steamer fails to understand the course or intention of an approaching steamer, whether from signals being given or answered erroneously, or from other causes, the pilot of such steamer so receiving the first passing signal, or the pilot so in doubt, shall sound several short and rapid blasts of the whistle; and if the vessels shall have approached within half a mile of each other both shall reduce their speed to bare steerageway, and if necessary, stop and reverse. (33 U. S. C. 291.)

*Departure from rules*

RULE 27. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger. (33 U. S. C. 292.)

*Precautions*

RULE 28. Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of a neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. (33 U. S. C. 293.)

*Orders to helmsmen*

RULE 29. All orders to helmsmen shall be given as follows:  
"Right Rudder" to mean "Direct the vessel's head to starboard."

"Left Rudder" to mean "Direct the vessel's head to port." (33 U. S. C. 294.)

*Anchor lights, shapes, etc.*

RULE 30. (a) Between sunrise and sunset every vessel over 65 feet in length when at anchor shall carry forward, where it can best be seen, one black ball not less than two feet in diameter.

(b) A vessel over 65 feet in length which is not under command shall carry where they can best be seen and, if a steam vessel, in lieu of the white light required by rule 3 (a), two red lights in a vertical line one over the other not less than three feet apart, and of such a character as to be visible all around the horizon at a distance of at least two miles. By day such vessel shall carry in a vertical line one over the other not less than three feet apart, where they can best be seen, two black balls, each two feet in diameter. Such vessel, when not making way through the water shall not carry the side lights required by rule 3(b) and (c), but when making way shall carry them.

(c) A vessel aground over 65 feet in length shall carry by night the white light or lights prescribed for a vessel at anchor and in addition shall carry, where they can best be seen by approaching vessels, two red lights in a vertical line one over the other, not less than three feet apart, visible all around the horizon at a distance of at least two miles. By day such vessel shall carry in a vertical line one over the other not less than three feet apart, where they can best be seen, three black balls, each two feet in diameter. (33 U. S. C. 295.)

PENALTY

SEC. 2. (a). Every licensed or unlicensed pilot, engineer, mate, or master of any vessel subject to section 1 of this Act who neglects or refuses to observe the provisions of this Act or the regulations established pursuant hereto shall be liable to a penalty not exceeding \$500.

(b) Every private vessel subject to section 1 of this Act that shall be navigated without complying with the provisions of this Act or the regulations established pursuant hereto shall be liable to a penalty of \$500, for which sum such vessel may be seized and proceeded against by way of libel in any district court of the United States of any district within which such vessel may be found. (Sec 2, 28 Stat. 649, as amended; 33 U. S. C. 244.)

AUTHORITY TO ESTABLISH REGULATIONS

The Commandant<sup>1</sup> of the Coast Guard of the United States shall have authority to establish all necessary regulations, not inconsistent with the provisions of this Act, required to carry the same into effect.

The Commandant<sup>1</sup> of the Coast Guard of the United States shall have authority to establish such regulations to be observed by all steam vessels in passing each other, not inconsistent with

<sup>1</sup> See footnote 1 on p. 3 for statement regarding delegations of functions.

the provisions of this Act, he shall from time to time deem necessary; and all regulations adopted by the said Commandant<sup>1</sup> of the Coast Guard under the authority of this Act shall have the force of law. Two printed copies of any such regulations for passing, signed by him, shall be furnished to each steam vessel, and shall at all times be kept posted up in conspicuous places on board. Sec. 3, 28 Stat. 649, as amended; 33 U. S. C. 243.

ANCHORAGE AND GENERAL REGULATIONS FOR ST. MARYS RIVER

The Commandant<sup>1</sup> of the Coast Guard is authorized and directed to adopt and prescribe suitable rules and regulations governing the movements and anchorage of vessels and rafts in Saint Marys River from Point Iroquois, on Lake Superior, to Point Detour, on Lake Huron, and for the purpose of enforcing the observance of such regulations the Secretary of Transportation is authorized to detail one or more Coast Guard cutters for duty upon the request of the Commandant of the Coast Guard on said river.

All officers of the Coast Guard who are directed to enforce the regulations prescribed by the above rules are hereby empowered and directed, in case of necessity, or when a proper notice has been disregarded, to use the force at their command to remove from channels or stop any vessel found violating the prescribed rules.

In the event of the violation of any such regulations or rules of the Commandant of the Coast Guard by the owners, master, or person in charge of such vessel, such owners, master, or person in charge shall be liable to a penalty not exceeding two hundred dollars: *Provided*, That the Commandant of the Coast Guard may remit said fine on such terms as he may prescribe: *Provided also*, That nothing in this section shall be construed to amend or repeal chapter 4 of this title regulating navigation on the Great Lakes and their connecting and tributary waters as far east as Montreal.

(Sec 1-3, 29 Stat. 54-55, as amended; 33 U. S. C. 474.)

<sup>1</sup> See footnote 1 on p. 3 for statement regarding delegations of functions.

## REGULATIONS<sup>1</sup>

### TITLE 33—NAVIGATION AND NAVIGABLE WATERS

#### Chapter 1—Coast Guard Department of Transportation

### SUBCHAPTER E—NAVIGATION REQUIREMENTS FOR THE GREAT LAKES AND ST. MARYS RIVER

#### PART 90—PILOT RULES FOR THE GREAT LAKES

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AUTHORITY: The provisions of this Part 90 issued under sec. 3, 28 Stat. 649, as amended, sec. 6 (b) (1), 80 Stat. 937; 33 U.S.C. 243, 49 U.S.C. 1655 (b) (1); 49 CFR 1.46 (b).

**§90.01 General instructions.**—The regulations in this part govern pilots of vessels propelled by steam, gas, fluid, naphtha, or electric motors, and of other vessels propelled by machinery, navigating the Great Lakes and their connecting and tributary waters as far east as Montreal.

<sup>1</sup> The regulations in this pamphlet are copied from the Code of Federal Regulations of the United States of America, as amended.

**§90.02 Definitions and risk of collision.**—(a) In this part the words "steam vessel" and "steamer" shall include any vessel propelled by machinery.

(b) A vessel is under way within the meaning of the rules in this part when she is not at anchor or made fast to the shore or aground.

(c) Risk of collision can, when circumstances permit, be ascertained by carefully watching the bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

**§90.03 Demarcation lines between "Rules of the Road—Great Lakes" and "Rules of the Road—Western Rivers."** (a) The demarcation lines between the "Rules of the Road—Great Lakes" and "Rules of the Road—Western Rivers" are as follows:

(1) On the Calumet River at the Thomas J. O'Brien Lock and Controlling Works (between mile 326 and 327).

(2) On the Chicago River at the east side of the Ashland Avenue Bridge (between mile 321 and 322).

#### SIGNALS AND RULES OF THE ROAD

**§90.1 Signals.**—(a) In all weathers every steam vessel under way, in taking any course authorized or required by the rules in this part, shall indicate that course by the following signals on her whistle, to be accompanied, whenever required, by corresponding alteration of her course; and every steam vessel receiving a signal from another shall promptly respond with the same signal or sound the danger signal as provided in Section 90.2.

(b) Except as otherwise provided in the rules in this part, one blast shall mean, "I am directing my course to starboard"; two blasts shall mean, "I am directing my course to port."

**§90.2 Danger signal.**—If, when steamers are approaching each other, the pilot of either vessel fails to understand the course or intention of the other, whether from signals being given or answered erroneously or from other causes, the pilot so in doubt shall immediately signify the same by giving the danger signal of several short and rapid blasts of the whistle not less than five; and if both vessels shall have approached within half a mile of each other, both shall be immediately slowed to a speed barely sufficient for steerageway, and, if necessary, stopped and reversed, until the proper signals are given, answered, and understood, or until the vessels shall have passed each other.

**§90.3 Cross signals.**—Steam vessels are forbidden to use what has become technically known among pilots as "cross signals": that is, answering one whistle with two, and answering two whistles with one. In all cases, and under all circumstances, a pilot receiving either of the whistle signals provided in the rules in this part, which for any reason he deems injudicious to comply with instead of answering it with a cross signal, shall at once sound the danger signal and observe the rule applying thereto (Section 90.2).

**§90.4 Vessels passing each other.**—The whistle signals indicating course shall be given and answered in accordance with the rules, not only when an alteration of course is required, but at all

times before vessels approach within half a mile of each other, from whatever direction, if their courses will bring them within that distance from each other.

**§90.5 Vessels approaching each other "head and head."**—When steam vessels are meeting end on, or nearly end on, it shall be the duty of each steam vessel to pass on the port side of the other; and the pilot of either steam vessel may be first in determining to pursue this course, and thereupon shall give, as a signal of this intention, one distinct blast of his whistle, which the pilot of the other steam vessel shall answer promptly by a similar blast of his whistle, and thereupon such steam vessels shall pass on the port side of each other. But if the courses of such steam vessels are so far on the starboard of each other as not to be considered by pilots as meeting end on, or nearly end on, the pilot so first deciding shall immediately give two distinct blasts of his whistle, which the pilot of the other steam vessel shall answer promptly by two similar blasts of his whistle, and they shall pass on the starboard side of each other: *Provided, however,* That in all narrow channels where there is a current, and in the rivers St. Marys, St. Clair, Detroit, Niagara, and St. Lawrence, when two steam vessels are meeting, the descending steam vessel shall have the right of way and shall, before the vessels shall have arrived within the distance of half a mile of each other, give the signal necessary to indicate which side she elects to take.

**§90.6 Vessels nearing short bend or curve in channel.**—Whenever a steam vessel is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steam vessel approaching from the opposite direction cannot be seen for a distance of half a mile, the pilot of such steam vessel, when he shall have arrived within half a mile of such curve or bend, shall give a signal by one blast of the whistle, of at least 8 seconds' duration, which signal shall be answered by a similar blast, given by the pilot of any steam vessel within hearing that may be approaching on the other side, and within half a mile, of such bend or curve. Should such signal be so answered by a steam vessel upon the farther side of such bend, then the usual signal for meeting and passing shall immediately be given and answered.

**§90.7 Vessels leaving a dock.**—When a steam vessel is leaving her dock or berth, she shall give a signal of one blast of the whistle, of at least 8 seconds' duration, which signal shall be answered by a similar blast given by any approaching steam vessel, but she and any approaching vessel shall be governed by Rule 27, the general prudential rule, until her course is apparent, and then both vessels shall be governed by the applicable steering and sailing rules.

**§90.8 Vessels running in the same direction; signals for overtaking.**—(a) When one steam vessel is overtaking another and the steam vessel astern shall desire to pass on the right or starboard side of the steam vessel ahead, she shall give one distinct blast of the whistle as a signal of such desire and, if the vessel ahead answers with one blast, she shall direct her course to starboard; or if she shall desire to pass on the left or port side of the vessel

ahead, she shall give two distinct blasts of the whistle as a signal of such desire and, if the vessel ahead answers with two blasts, she shall direct her course to port; or if the vessel ahead does not think it safe for the vessel astern to pass at that time, she shall immediately signify the same by giving the danger signal of several short and rapid blasts of the whistle, not less than five. It shall then be the duty of the steam vessel astern to hold back and, after an appropriate interval, if she still desires to pass, to make the proper signal so indicating; but under no circumstances shall the steam vessel astern attempt to pass the steam vessel ahead until such time as they have reached a point where it can be safely done, and the steam vessel ahead shall signify her willingness by blowing the proper answering signal. The steam vessel ahead shall in no case attempt to cross the bow or crowd upon the course of the other steam vessel.

(b) Every vessel coming up with another vessel from any direction more than two points abaft her beam; that is, in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel, and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of the rules in this part, or relieve her of the duty of keeping clear of the overtaken vessel until the overtaken vessel is finally passed and cleared.

(c) As the overtaking vessel cannot always know with certainty whether she is forward or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

**§90.10 Vessels approaching each other at right angles or obliquely.**—(a) When two steam vessels are approaching each other at right angles or obliquely so as to involve risk of collision, other than when one steam vessel is overtaking another, the steam vessel which has the other on her own portside shall hold her course and speed; and the steam vessel which has the other on her own starboard side shall keep out of the way of the other by directing her course to starboard so as to cross the stern of the other steam vessel; or, if necessary to do so, slacken her speed or stop or reverse. The steam vessel having the other on her own portside shall blow one distinct blast of her whistle as a signal of her intention to cross the bow of the other, holding her course and speed, which signal shall be promptly answered by the other steam vessel by one distinct blast of her whistle as a signal of her intention to direct her course to starboard so as to cross the stern of the other steam vessel or otherwise keep clear.

(b) If from any cause whatever the conditions covered by this situation are such as to prevent immediate compliance with each other's signals, the misunderstanding or objection shall be at once made apparent by blowing the danger signal, and both steam vessels shall be stopped, and backed if necessary, until signals for passing with safety are made and understood.

**§90.12 Departure from the rules.**—In obeying and construing the rules in this part due regard shall be had to all dangers of

navigation and collision and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

**§90.15 Distress signals; posting of rules; diagrams; starting, stopping, and backing signals—(a) Distress signals.**—When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:

(1) In the daytime:

(i) A gun or other explosive signal fired at intervals of about a minute.

(ii) The distant signal consisting of a square flag having either above or below it a ball or some object resembling a ball.

(iii) A continuous sounding with any fog-signal apparatus.

(iv) Slowly and repeatedly raising and lowering arms outstretched to each side.

(2) At night:

(i) A gun or other explosive signal fired at intervals of about a minute.

(ii) Flames from the vessel (as from burning a tar barrel, oil barrel, etc.)

(iii) Rockets or shells, throwing stars of any color or description fired one at a time at short intervals.

(iv) A continuous sounding with any fog-signal apparatus.

**(b) Posting of pilot rules.**—(1) On every vessel, two copies of the pamphlet containing the Pilot Rules for the Great Lakes (CG-172) or two copies of a placard containing these rules shall be kept posted, wherever practicable, in conspicuous places, one copy of which shall be in the pilothouse. When the pamphlet is secured in plain sight in such a manner that it can be used as a reference, it is considered to be posted.

(2) Nothing in this section shall require copies of the pilot rules to be carried on board any motorboat as defined by section 1 of the Act of April 25, 1940 (54 Stat. 163; 46 U.S.C. 526-526t).

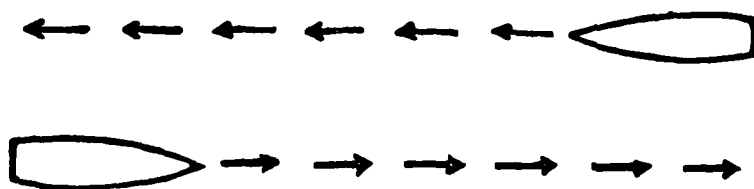
**(c) Diagrams.**—The following diagrams are intended to illustrate the working of the system of colored lights and pilot rules:



Here the two colored lights visible to each will indicate their direct approach "head and head" toward each other. In this situation it is a standing rule that both shall direct their courses to starboard and pass on the port side of each other, each having previously given one distinct blast of the whistle.

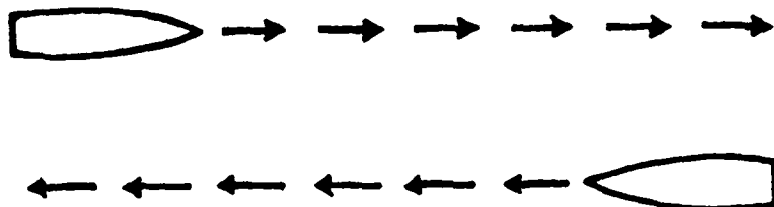


## SECOND SITUATION



In this situation the red light only will be visible to each, the screens preventing the greenlights from being seen. Both vessels are evidently passing to port of each other, which is rutable in this situation, each pilot having previously signified his intention by one distinct blast of the whistle.

## THIRD SITUATION

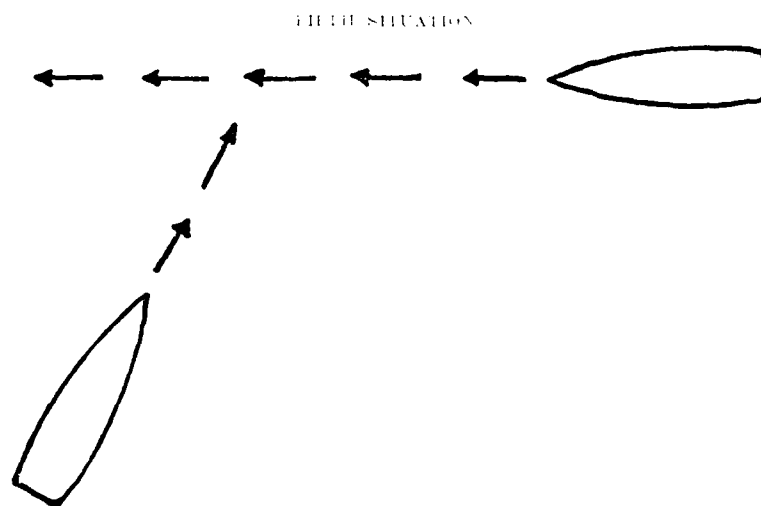


In this situation the green light only will be visible to each, the screens preventing the red light from being seen. They are therefore passing to starboard of each other, which is rutable in this situation, each pilot having previously signified his intention by two distinct blasts of the whistle.

## FOURTH SITUATION



In this situation one steamer is overtaking another steamer from some point within the angle of two points abaft the beams of the overtaken steamer. The overtaking steamer may pass on the starboard or port side of the steamer ahead after the necessary signals for passing have been given, with assent of the overtaken steamer, as prescribed in Section 90.8.



In this situation two steamers are approaching each other at right angles or obliquely in such manner as to involve risk of collision, other than where one steamer is overtaking another.

The steamer which has the other on her own port side shall hold course and speed, and the other shall keep clear by crossing astern of the steamer that is holding course and speed, or, if necessary to do so, shall slacken her speed or stop or reverse.

Both steamers shall otherwise observe the provisions of Sections 90.2 and 90.19 with respect to the signals for passing and the danger signal.

**(d) Starting, stopping, and backing signals.**—(1) The signals between the master or pilot and the engineer, when made by a bell, gong or whistle, shall be as follows:

1 whistle, bell or gong	Go ahead.
1 whistle, bell or gong	Stop.
2 whistles, bells or gongs	Back.
3 whistles, bells or gongs	Check.
4 whistles, bells or gongs	Strong.
4 whistles, bells or gongs	All right.

(2) Two whistles, two bells or two gongs shall always mean back, irrespective of other signals previously given.

**§90.15a. Warning signals for Coast Guard vessels while handling or servicing aids to navigation.**—(a) Coast Guard vessels while engaged in handling or servicing an aid to navigation during the daytime may display from the yard two orange and white vertically striped balls in a vertical line not less than three feet nor more than six feet apart, and during the night time may display, in a position where they may best be seen, two red lights in a vertical line not less than three feet nor more than six feet apart.

(b) Vessels, with or without tows, passing Coast Guard vessels displaying this signal, shall reduce their speed sufficiently to insure the safety of both vessels, and when passing within 200 feet of the Coast Guard vessel displaying this signal, their speed shall not exceed 5 miles per hour.

## RULES FOR LIGHTS FOR CERTAIN CLASSES OF VESSELS

**§90.16 Lights for tugs under 100 tons register (net) whose principal business is harbor towing.**—(a) Tugs under 100 tons register (net) whose principal business is harbor towing, navigating the Great Lakes and their connecting and tributary waters as far east as Montreal, shall carry the red and green side lights carried by other steamers; and, at the foremast head, or, if the steamer has no foremast, then on top of the pilothouse, a white light so constructed as to show a uniform and unbroken light over an arc of the horizon of 20 points of the compass, and so fixed as to throw the light 10 points on each side of the vessel, namely, from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles; and when towing, except when towing a raft, shall carry an additional white light of same character and construction as the headlight, and hung not less than 3 feet vertically above or below the headlight.

(b) When towing a raft, the two headlights shall be carried in a horizontal line athwartships not less than 4 feet apart, each so fixed as to throw the lights all around the horizon, and of such character as to be visible at a distance of at least 3 miles. (Sec. 1, 28 Stat. 646, as amended; 33 U.S.C. 256)

**§90.17 Lights for boats navigating only on the River St. Lawrence.**—The lights for boats of all kinds navigating only on the River St. Lawrence as far east as Montreal shall be the same as required by law for vessels navigating the Great Lakes, and as required by the rules of the Commandant, for ferryboats, rafts, canal boats, and watercraft propelled by hand power, horsepower, or by the current of the river. (Sec. 1, 28 Stat. 646, as amended; 33 U.S.C. 256)

**§90.18 Lights for ferryboats.**—(a) Ferryboats propelled by steam or machinery and navigating the waters of the Great Lakes and their connecting and tributary waters as far east as Montreal shall carry the white light or lights and the colored sidelights required by law to be carried on steam vessels navigating those waters, except that double-end ferryboats shall carry a central range of clear, bright, white lights, showing all around the horizon, placed at equal altitudes forward and aft, also on the starboard side a green light, and on the portside a red light, of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on their respective sides.

(b) The green and red lights shall be fitted with inboard screens projecting at least 3 feet forward from the lights, so as to prevent them from being seen across the bow.

(c) Officers in Charge, Marine Inspection,<sup>2</sup> in districts having ferryboats shall, whenever the safety of navigation may require, designate for each line of such boats a certain light, white or colored, which shall show all around the horizon, to designate and

<sup>2</sup> For a definition of an Officer in Charge, Marine Inspection, see 46 CFR 70.10-33, also same section number in Coast Guard publication entitled "Rules and Regulations for Passenger Vessels." CG-256.

distinguish such lines from each other, which light shall be carried on a flagstaff amidships, 15 feet above the white range lights. (Sec. 1, 28 Stat. 646, as amended; 33 U.S.C. 256.)

**§90.19 Lights for canal boats in tow of steam vessels.**—(a) Canal boats when in tow of steam vessels on the Great Lakes and their connecting and tributary waters as far east as Montreal shall carry lights as follows:

(1) Canal boats when towed astern of steam vessels and towed singly or tandem shall each carry a green light on the starboard side, a red light on the portside, and a small bright white light aft.

(2) When canal boats are towed at a hawser in one or more tiers, two or more abreast, the boat on the starboard side of each tier shall carry a green light on her starboard side, and the boat on the portside of each tier shall carry a red light on her portside, and each of the outside boats in the last tier shall also carry a small bright white light aft.

(3) When a canal boat is towed alongside and on the starboard side of a steamer, the boat towed shall carry a green light on the starboard side; and when towed on the portside of a steamer, the boat towed shall carry a red light on the portside.

(4) When two canal boats are towed alongside of a steamer, one on the starboard and one on the portside, the starboard boat shall carry a green light on the starboard side and the port boat shall carry a red light on the portside.

(b) The colored side lights referred to in this section for canal boats in tow of steam vessel shall be fitted with inboard screens, so as to prevent them from being seen across the bow, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on either side. The minimum size of glass globe shall not be less than 6 inches in diameter and 5 inches high in the clear.

(c) The small bright white light aft required to be carried on canal boats in tow shall not be visible forward of the beam. (Sec. 1, 28 Stat. 646, as amended; 33 U.S.C. 256.)

**§90.19a. Lights for canal boats towed by being pushed ahead.**—When a tow of one or more canal boats is towed by being pushed ahead of a steam vessel such tow shall carry a green light on the starboard side and a red light on the port side so placed that they mark the tow at its maximum projection to starboard and port, respectively, and may carry an amber light at the extreme forward end of the tow as near the centerline as it is practicable to carry such light. The term "canal boats" as used in this section shall be construed to include barges, scows, and other craft of nondescript type not otherwise provided for by statute or regulations in this part. The amber light described shall show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light ten points on each side, namely from right ahead to 2 points abaft the beam on either side, and be of such a character as to be visible at a distance of at least three miles. The colored

sidelights shall be fitted with inboard screens so as to prevent them from being seen across the bow, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on either side. (Sec. 1, 28 Stat. 646, as amended; 33 U.S.C. 256.)

**§90.20 Lights for watercraft propelled by hand power, horsepower, or by current.**—(a) Any vessel propelled by hand power, horsepower, or by the current of the river, navigating any bay, harbor, or river of the Great Lakes, or which shall be anchored or moored in or near the channel or fairway of any bay, harbor, or river, of the Great Lakes, except rafts and rowing boats under oars, shall carry one white light forward not less than 8 feet above the surface of the water, which light shall be carried, from sunset to sunrise, in a lantern so fixed and constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and of such intensity as to be visible on a dark night with a clear atmosphere at a distance of at least 1 mile.

(b) Rowing boats under oars shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision. (Sec. 1, 28 Stat. 647 as amended; 33 U.S.C. 259.)

**§90.21 Lights for rafts.**—(a) Rafts on the Great Lakes and their connecting and tributary waters as far east as Montreal, propelled by hand power, horsepower, or by the current of the river, or in tow, or which shall be anchored or moored in or near a channel or fairway of other vessels, shall carry lights as follows:

(1) Rafts of one crib and not more than two in length shall carry one white light. Rafts of three or more cribs in length and one crib in width shall carry one white light at each end of the raft. Rafts of more than one crib abreast shall carry one white light on each outside corner of the raft, making four lights in all.

(2) Bag on boom rafts navigating or anchored in the fairway of any bay, harbor, or river shall carry a bright white light at each end of the raft, and one of such lights on each side midway between the forward and after ends.

(b) The white lights required by this section for rafts shall be carried, from sunset to sunrise, in a lantern so fixed and constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and of such intensity as to be visible on a dark night with a clear atmosphere at a distance of at least 1 mile; which lights shall be suspended from poles of such height that light shall not be less than 8 feet above the surface of the water. (Sec. 1, 28 Stat. 646, 647, as amended; 33 U.S.C. 256, 259.)

#### MISCELLANEOUS

**§90.22 Rule relating to the use of searchlights or other blinding lights.**—Flashing the rays of a searchlight or other blinding light onto the bridge or into the pilothouse of any vessel underway is prohibited. Any person who shall flash or cause to be flashed the

rays of a blinding light in violation of the above may be proceeded against in accordance with the provisions of R.S. 4450, as amended (46 U.S.C. 239), looking to the revocation or suspension of his license or certificate.

(Interpret or apply R.S. 4405, as amended; 46 U.S.C. 375)

**§90.23 Rule prohibiting unnecessary sounding of the whistle.**

—Unnecessary sounding of the whistle is prohibited within any harbor limits of the United States. Whenever any licensed officer in charge of any vessel shall authorize or permit such unnecessary whistling, such officer may be proceeded against in accordance with the provisions of R.S. 4450, as amended (46 U.S.C. 239), looking to a revocation or suspension of his license.

(R.S. 4405, as amended; 46 U.S.C. 375)

**§90.24 Rule prohibiting the carrying of unauthorized lights on vessels.**

—Any master or pilot of any vessel who shall authorize or permit the carrying of any light, electric or otherwise, not required by law that in any way will interfere with distinguishing the signal lights may be proceeded against in accordance with the provisions of R.S. 4450, as amended, looking to a suspension or revocation of his license.

(R.S. 4405, as amended; 46 U.S.C. 375)

**§90.25 Warning signal displayed while transferring dangerous cargoes.**—(a) *At a dock.* While fast to a dock, a vessel during the loading or unloading of hazardous or dangerous cargoes, such as explosives, combustible or inflammable liquids or gases, or certain chemicals in bulk, is required to display a red flag by day or a red light by night.

(b) *At anchor.* When at anchor, a vessel during the loading or unloading of such hazardous or dangerous cargoes is required to display a red flag by day. (No special warning signal is displayed at night.)

NOTE: The regulations in 46 CFR 35.30-1(a), 98.05-50(h), 98.10-45(g), 98.15-45(h), 98.25-90(f), and 146.29-25(o) require vessels to display warning signals when loading or unloading bulk cargoes of inflammable or combustible liquids or gases, elemental phosphorus in water, sulfuric acid, hydrochloric acid, liquid chlorine, or anhydrous ammonia, or military explosives.

**§90.30 Distinctive blue light authorized for use by law enforcement vessels.**—(a) The use of a distinctive light described in paragraph (b) of this section is authorized for law enforcement vessels, and may be displayed during the day or night, whenever the vessel may be engaged in direct law enforcement activities where identification of the law enforcement vessel is desirable or where necessary for safety reasons. This light when used would be in addition to prescribed lights and day signals required by law or regulations in this part.

(b) The distinctive light prescribed is a blue colored, revolving horizontal beam, low intensity light, rotating or appearing to rotate because of a pulsating effect gained by means of a rotating reflector which causes a flashing or periodic peak intensity effect. The light shall be located at any effective point on the forward

exterior of the vessel. A shield or other device, fixed or movable, to restrict the arc of visibility may be used if desired.

(c) The distinctive blue light described in this section may be displayed by law enforcement vessels of the United States, a State, or its political subdivisions, including municipalities, having administrative control over use of navigable waters, duly authorized by a controlling Federal or State governmental agency.

## PART 91—INTERPRETIVE RULINGS

### SUBPART 91.01—GENERAL PROVISIONS

Sec.

- 91.01-1 Scope.  
91.01-10 Penalties and violations.

### SUBPART 91.05—NAVIGATION LIGHTS

Sec.

- 91.05-1 White lights for motor  
boats carried on center-  
line.

**AUTHORITY:** The provisions of this Part 91 issued under 80 Stat. 383, as amended, sec. 1, 63 Stat. 545 sec. 6(b)(1); 80 Stat. 937; 5 U.S.C. 552, 14 U.S.C. 633, 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b).

### SUBPART 91.01—GENERAL PROVISIONS

**§91.01-1 Scope.**—The regulations in this part are interpretive rulings with respect to “Rules of the Road” requirements applicable to all vessels of the United States while in the Great Lakes and their connecting and tributary waters as far east as Montreal and in the navigation of all other vessels upon such lakes and waters while within the territorial waters of the United States.

**§91.01-10 Penalties and violations.**—(a) Failure to comply with any law as interpreted will be considered as a violation of such law and the penalty may be assessed as provided by law.

(b) The reports of violations of the “Rules of the Road,” as well as the assessment, collection, mitigation or remission of civil penalties authorized by law, shall be in accordance with 46 CFR 2.50-20 to 2.50-30, inclusive (Subchapter A—Procedures Applicable to the Public).

### SUBPART 91.05—NAVIGATION LIGHTS

**§91.05-1 White lights for motorboats carried on centerline.**—Every white light required by section 3 of the Act of April 25, 1940, as amended (46 U.S.C. 526b), shall be carried on the centerline of the motorboat, except that the all-around white light aft on a motorboat of Class A or 1 may be carried off the centerline.



**PART 92—ANCHORAGE AND NAVIGATION REGULATIONS;  
ST. MARYS RIVER MICHIGAN**

Sec.		Sec.	
92.01	General instructions.	92.45	Special sound signal for Middle Neebish Channel.
92.03	Captain of the Port.	92.47	Temporary closure of channel.
92.05	St. Marys River patrol.	92.49	Speed limits for vessels of 50 gross tons or over.
92.07	District engineer.	92.53	Speed limits; two-way traffic.
92.09	Lookout station.	92.55	Speed limit approaching St. Marys Falls Canal.
92.13	Routing of traffic in channels.	92.57	Pipe Island passages.
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92.39	Visual signals for dredges and wrecking plants.	92.83	Small craft.
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**AUTHORITY:** The provisions of this Part 92 issued under secs. 1-3, 29 Stat. 54-55, as amended sec. 6 (b) (1), 80 Stat. 937; 33 U.S.C. 474, 49 U.S.C. 1655 (b) (1); 49 CFR 1.46 (b).

**§92.01 General instructions.**—The regulations in this part control vessel traffic in the United States waters of the St. Marys River between Point Iroquois and Point Detour, except the waters of the St. Marys Falls Canal. The regulations in this part shall not be considered to cover all of the obligations imposed by the law upon vessels and their operators, and shall not be construed as relieving the owners or persons operating vessels from any penalties which might be incurred in the violation of any of the general laws relating to shipping on the Great Lakes and tributary waters, or a violation of regulations issued pursuant to such laws.

**§92.03 Captain of the Port.**—The Coast Guard officer to whom is assigned the duty of enforcing the rules and regulations in this part is designated "Captain of the Port." His office is at Sault Ste. Marie, Mich.

**§92.05 St. Marys River patrol.**—The St. Marys River patrol comprises all of the personnel and equipment of the Coast Guard employed by the captain of the port in the enforcement of the rules and regulations in this part.

**§92.07 District engineer.**—The officer of the United States Army Engineers in charge of the district is authorized to declare any channel closed when by reason of low water, obstruction, or obscurity in the channel or other cause, he deems such action necessary for the safety of shipping; and under contrary circumstances, or for the expediting of vessel passage, to declare any channel open. He or his local representative decides the proper disposition of dredging and wrecking outfits legally engaged in improving or clearing a channel, and the allowable maximum speed and draft of vessels in channels which are impaired temporarily. His decisions with respect to the foregoing are duly communicated to the captain of the port. The movements of vessels in the St. Marys Falls Canal are under the direction of the district engineer or his local representative.

**§92.09 Lookout stations.**—Lookout Stations for the St. Marys River Patrol are numbered and located as follows:

No. 3 off Mission Point, Little Rapids Cut.

No. 4 at upper end of Rock Cut, West Neebish Channel.

**§92.13 Routing of traffic in channels.**—The routing of traffic through the several dredged channels is contingent upon the physical conditions in them; and the vessel masters should be prepared upon notice from the patrol, or through published notification, to follow such alternate route as may be prescribed, or to proceed with caution. Under normal conditions traffic passes up the Middle Neebish Channel, and down the West Neebish Channel; but it may be necessary in emergency to pass two-way traffic in either of those channels. It may also become necessary to close either or both channels for a short time owing to obscurity of navigation marks, in which case vessels should be prepared to anchor and wait a clearing away of obscurity.

**§92.15 Visual signals at lookout stations.**—(a) The following signals are hoisted at Lookout Station No. 4 to indicate changes in the conditions of channel passage, and masters of vessels approaching the entrances to the several channels should be on the alert for such signals.

(1) *Closure of channel.* Indicated by two red balls by day, two red lights by night, hoisted vertically about 6 feet apart.

(2) *Channel partially obstructed.* Indicated by a red ball over a white ball by day, a red light over a white light by night, hoisted vertically about 6 feet apart.

(b) Boats of the patrol may carry the signal described in paragraph (a) (1) of this section, as required.

**§92.19 Temporary closure of West Neebish Channel.**—(a) In the event the West Neebish Channel is temporarily closed to navigation (due to dredging, grounding of vessels, or other reasons), the resulting two-way navigation will pass through the Middle Neebish, Munuscong, and Sailors Encampment Channels. The closure and obstruction signals shall be shown from Lookout Station No. 4.

(b) In these channels between Lake Munuscong and Lake Nicolet, the westerly 300-foot portion of these channels provides a 27-foot depth and the easterly 200-foot portion provides a 21-foot depth. When vessel drafts permit upbound vessels shall use the easterly (21-foot depth) portion of these channels. All downbound vessels shall use the westerly (27-foot depth) portion of these channels.

(c) All the range lights marking the downbound or westerly (27-foot depth) portion of these channels will be white lights on red structures. All the range lights marking the upbound or easterly (21-foot depth) portion of these channels will be red lights on white structures.

(d) A downbound vessel when abeam of Nine-Mile Point may make a "Securité Call" to inform all traffic that she is now entering the two-way traffic channels.

**§92.21 Sound signals used by patrol.**—(a) Two short blasts and one long blast of whistle or horn indicate that the signaling unit desires to speak a passing vessel, and the signaled vessel will check speed and await orders. Vessels should use this signal to speak a lookout station or passing patrol boat.

(b) Three long blasts of whistle or horn indicate that the vessel signaled is moving at too high a rate of speed. This signal may be used by dredging and wrecking plants working in channels.

**§92.23 Definitions.**—(a) The word "vessel," as used in this part, shall be held to include all types of floating craft and equipment. Where special provisions apply only to rafts, dredges, etc., the type will be specified by its class designation.

(b) Speed limits established in this part are expressed in terms of statute miles per hour over the ground.

**§92.25 Obedience to instructions.**—All persons in charge of or operating vessels in the St. Marys River are required to yield prompt and implicit obedience to the directions of the captain of the port and the officers and men of the St. Marys River Patrol, acting under his instructions, in connection with the enforcement of the rules and regulations in this part.

**§92.26 Reporting procedures for vessels transiting the St. Marys River.**—(a) Every upbound vessel, when abeam of Detour Reef Light shall notify the Coast Guard Control Office, St. Marys River Patrol (Radiotelephone call: "Soo Control"), of her time of passage at Detour Reef Light and her draft.

(b) Similarly, every downbound vessel, when abeam of Parisienne Island (Ile Parisienne), shall notify the Coast Guard Control Office, St. Marys River Patrol (Radiotelephone call: "Soo Control"), of her time of passage at Parisienne Island and her draft. Such vessel when making the turn from the Birch Point Range on to the Brush Point Range shall make a second call to "Soo Control" reporting her position. Such vessel when turning on to the Point aux Pins Channel Range at Brush Point (old Coast Guard Lookout Station No. 6) shall make a third call to "Soo Control" reporting her position.

**§92.27 Anchorage grounds.**—The authorized anchorage grounds are those areas outside of the dredged channels, and clear

of the steering courses in other portions of the St. Marys River, between Point Iroquois and Point Detour. Vessels shall be anchored so as not to swing into channel limits or across steering courses.

**§92.29 Emergency anchoring.**—A vessel may be permitted in an emergency, due to breakdown of machinery or other accident or obscurity of navigation marks, to anchor in a dredged channel; but the vessel shall be anchored as near the edge of the channel as possible, and shall get underway and proceed as soon as the emergency ceases, unless otherwise directed.

**§92.31 Forbidden anchorage.**—It is forbidden to anchor a vessel at any time in the area to the southward of the Point aux Pins Range, lying between Brush Point and the waterworks intake crib off Big Point; also within a quarter mile of the said intake crib in any direction.

**§92.33 Dredging and wrecking plants in channel.**—Duly authorized dredging and wrecking plants, when engaged in improving or clearing a channel, will be permitted to anchor or moor in the channel under such conditions as may be prescribed by the district engineer or his local representative.

**§92.35 Shifting anchorage when directed.**—The captain of the port, or the St. Marys River Patrol acting under his instructions, is empowered to cause any anchored vessel to shift anchorage when and as directed, whenever in the judgment of the enforcing officer such action is deemed necessary for the safety of vessels, the safe or expeditious passage of shipping, or the preservation or effective operation of Government installations. In enforcing this section the officer will have due regard for the hazards of navigation and vessel handling which may exist at the time, and under such circumstances will permit a reasonable delay in compliance by the vessel directed to move.

**§92.37 Order of departure from anchorage.**—(a) Whenever vessels collect in any part of the river or on anchorage grounds, by reason of temporary closure of channel or impediment to navigation, the order of getting underway and proceeding by the vessels so collected shall be the order in which they arrived at the place of assembly, unless otherwise directed by a unit of the patrol. The patrol is authorized to advance any vessel in the order of procedure to expedite the movement of mails, passengers, or cargo of a perishable nature, or to facilitate passage of vessels through any channel when partially obstructed by ice or by other causes, or to facilitate passage through the locks as indicated to the patrol by the officer in charge of the St. Marys River Canal.

(b) When by reason of ice or other special conditions, it is obvious that low power vessels, vessels of particular construction, tows or rafts, cannot maintain their order of proceeding and constitute a hazard to other vessels capable of proceeding, the captain of the port may declare emergency conditions existing and temporarily refuse such vessel permission to enter or proceed in the river.

**§92.39 Visual signals for dredges and wrecking plants.**—Dredges and wrecking plants while engaged in working on the St.

Marys River shall display the visual signals prescribed for them by the Department of the Army.

**§92.41 Visual signals on vessel aground in channel.**—A vessel aground in a dredged channel shall carry from sunset to sunrise in addition to the white light or lights prescribed for a vessel at anchor, two red lights hoisted vertically not less than 3 feet apart, in such position and height as to be readily visible to vessels bound up and down the channel.

**§92.43 Sound signal for vessel aground in the channel.**—A vessel aground in a channel shall sound several short and rapid blasts of her whistle, not less than five, upon the approach of another vessel bound up or down the channel. If the approaching vessel cannot pass with safety, she shall stop and make proper dispositions to avoid fouling the grounded vessel, and shall upon the approach of another vessel coming up astern sound the same signal. Should additional vessels approach from that same direction, it shall be the duty of the last vessel in line to sound this signal. In times of low visibility, the signal described herein shall be in addition to the prescribed fog signal.

**§92.45 Special sound signal for Middle Neebish Channel.**—When two-way traffic is prescribed for Middle Neebish Channel, a downbound vessel when abreast of Coyle Point shall sound a blast of her whistle of at least 8 seconds' duration, and an upbound vessel when abreast of Everens Point shall sound the same signal.

**§92.47 Temporary closure of channel.**—When any channel is closed or under limited traffic conditions, no vessel shall proceed except in accordance with the provisions of Section 92.37, without specific orders from the patrol.

**§92.49 Speed limits for vessels of 50 gross tons or over.**

This section applies to any vessel of 50 gross tons or over navigating the stated reaches of the St. Marys River.

(a) Except as modified by paragraphs (c) and (d) of this section, and Sections 92.53 and 92.55, a vessel shall not exceed a speed of 12 statute miles per hour over the ground between the following points.

(1) Upbound:

(i) Everens Point and Nine Mile Point.

(ii) Six Mile Point Range Rear Light and Big Point.

(2) Downbound:

(i) Big Point and Six Mile Point Range Rear Light.

(ii) Nine Mile Point and the lower end of West Neebish Channel.

(b) Except as modified by paragraph (d) of this section, a vessel shall not exceed a speed of 10 statute miles per hour over the ground in the Sailors Encampment Channel between Everens Point and Johnson Point, the Middle Neebish Dike Cut (Middle Neebish Channel Light 50 to Lake Nicolet Lighted Buoy 62), or the West Neebish Rock Cut (West Neebish Channel Light 33 to West Neebish Channel Light 25).

(c) Except as modified by paragraph (d) of this section, a vessel shall not exceed a speed of 15 statute miles per hour over the ground between the following points:

(1) Upbound between Nine Mile Point and Six Mile Point Range Rear Light.

(2) Downbound between Six Mile Point Range Rear Light and Nine Mile Point.

(d) The Commander, Ninth Coast Guard District is delegated authority to reduce any or all the speed limits specified in paragraphs (a), (b), and (c) of this section. In exercising this authority the District Commander shall consider all interests affected by the speed of vessels in the river, including the protection of the property of riparian owners. The regulations issued by the District Commander shall be published in the **FEDERAL REGISTER** and in the **Notice to Mariners**.

**§92.53 Speed limits; two-way traffic.**—When one of the lower channels is closed, making it necessary to accommodate two-way traffic in the Middle Neebish or the West Neebish Channel, vessels of 500 gross tons or over shall not exceed a speed of 10 statute miles per hour in the following named reaches:

(a) Between Everens Point, Lake Munuscong, and Nine-Mile Point, Lake Nicolet.

(b) Between Nine-Mile Point, Lake Nicolet, and the lower end of West Neebish Channel in Lake Munuscong.

**§92.55 Speed limit approaching St. Marys Falls Canal.**—Vessels approaching the St. Marys Falls Canal shall at all times reduce speed to the extent of being under full control with ability to maneuver in accordance with the instructions of the officers in charge of the St. Marys Falls Canal before entering the canal.

**§92.57 Pipe Island passages.**—Vessels of 500 gross tons or over shall leave Pipe Island Shoal and Pipe Island on the port hand in passing them, except that an upbound vessel which will stop at one of the Detour coal wharves above Watson Reefs may pass to the westward of the shoal and island.

**§92.59 Directional Neebish Channels.**—When both the Middle Neebish Channel and the West Neebish Channel are available to traffic, vessels of 100 gross tons or over shall pass upbound through Middle Neebish Channel and downbound through West Neebish Channel. Vessels over the prescribed tonnage making regular local stops in either of those channels may run counter to the general traffic direction only on written permit issued by the captain of the port, for such term and under such conditions of renewal or revocation as he may prescribe. A vessel thus running counter to the general traffic shall keep off the channel range when an approaching vessel is on or entering that range.

**§92.61 Passing and approach in channels.**—(a) In a channel where the speed is restricted to 12 miles an hour or less, no vessel of 500 gross tons or over shall approach nearer than one-quarter of a mile to a vessel bound in the same direction, nor pass such a vessel except between Little Rapids Cut Lighted Buoy No. 105 and the St. Marys Falls Canal, and for upbound vessels, only between Vidal Shoal and Big Point or except as provided in paragraph (b) of this section and Section 92.63.

(b) In order to facilitate passing in Lake Nicolet, upbound vessels may, after passing Lake Nicolet Lighted Buoy No. 68 off Shingle Bay, approach not nearer than 500 feet to a vessel bound in the same direction.

**§92.63 Vessel passing towing tug going in same direction.**—A vessel at normal speed coming up on a tug towing a dredge or scow bound in the same direction as the overtaking vessel in a restricted channel may pass such tow, after the prescribed exchange of signals. Under such circumstances the tug shall not increase speed during the passing, and shall haul with its tow to the proper side of the channel to allow passing room.

**§92.65 Vessels going in the same direction; when passing prohibited.**—No vessel shall pass or attempt to pass another vessel bound in the same direction, when such passing would bring more than two vessels abreast in any of the passages between Lake Munuscong Junction Lighted Bell Buoy in Upper Lake Munuscong and Big Point in the upper St. Marys River, except that such passing is permitted between Little Rapids Cut Lighted Buoy No. 105 and the St. Marys Falls Canal.

**§92.67 Towing vessels; hauling clear of ranges; tow lines.**—(a) Towing vessels engaged in shortening or lengthening tows or dropping or making up tows, mooring or unmooring or anchoring or hoisting anchor, loading or discharging stores or cargo from boats alongside, or awaiting supply boats, shall haul clear of the ranges and permit unobstructed passage to other vessels.

(b) On the connecting waters of the Great Lakes between Point Iroquois, upper St. Marys River and Frying Pan Island, lower St. Marys River, the length of tow lines shall not exceed by more than 50 feet the length of the scow, barge, vessel, or other craft being towed: *Provided*, That no scow, barge, vessel, or other craft shall be required to have a tow line less than 250 feet. The length of the tow line shall be measured from the stern of one vessel to the bow of the following vessel.

**§92.69 Dropping of towed vessels.**—Towed vessels shall not be dropped in any of the usual steering courses, but shall be hauled clear of the course before being left by the towing vessel.

**§92.71 Speed through dredged channels.**—The minimum speed at which any vessel or tow will be permitted to make regular passage through any dredged channel shall be 5 miles an hour over the ground; and any craft which cannot make this speed shall not enter any of the channels until the patrol has been communicated with, and directions received as to further procedure.

**§92.73 Navigation of dredged channels by sail.**—Vessels of 10 gross tons or over shall not navigate any dredged channel under sail power; and such vessel capable of propulsion by both machinery and sail shall not carry sail in any of the dredged channels.

**§92.75 Obstruction of traffic; retarding other vessels.**—No vessel shall maneuver so as to affect adversely the relative position of another vessel when entering any of the cuts, nor attempt to obstruct traffic, nor unnecessarily retard a following vessel, nor increase speed after having signaled permission to an overtaking vessel to pass.

**§92.77 Rafts in channels.**—No raft shall enter any of the dredged channels between Everens Point and the improved channel above Round Island without first having communicated with the patrol and obtained permission and directions as to route and procedure. So long as rafts are in any portion of the passages between the points named they shall be under the control of the patrol, and shall obey all instructions as to time and manner of movement or stoppage. They shall use the Lake George Channel when it will serve their passage toward destination.

**§92.79 Reporting obstruction of channel.**—Any person having knowledge of an obstruction in the channel, or the loss of an anchor, or the grounding of a vessel in or out of the channel, or the striking of any obstruction, or any other hazard or danger to navigation, at any point in the St. Marys River between Point Detour and Point Iroquois, shall report the same without delay to the captain of the port and also to the Corps of Engineers' Control Tower, St. Marys Falls Canal.

**§92.81 Government vessels.**—Vessels when signaled to do so shall give way to boats of the St. Marys River Patrol, and to United States vessels on duty in connection with the maintenance of channels, and accord the right of way to such boats and vessels.

**§92.83 Small craft.**—(a) Motorboats as defined by section 1 of an act of Congress approved April 25, 1940 (54 Stat. 163; 46 U.S.C. 526), shall be considered amenable to the provisions of Sections 92.25 to 92.31, inclusive, 92.35, 92.79, and 92.81.

(b) Sail vessels under 10 gross tons shall be considered amenable to the provisions of Sections 92.25 to 92.31, inclusive, and 92.35.



## PART 26—VESSEL BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS

<p>Sec.  26.01 Purpose.  26.02 Definitions.  26.03 Radiotelephone required.  26.04 Use of the designated frequency.  26.05 Use of radiotelephone.  26.06 Maintenance of radiotelephone; failure of radiotelephone.</p>	<p>Sec.  26.07 English language.  26.08 Exemption procedures.  26.09 List of exemptions. [Reserved]  26.10 Penalties.</p>
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AUTHORITY: The provisions of this Part 26 issued under 85 Stat. 146; 33 U.S.C.A. secs. 1201-1208; 49 CFR 1.46 (e) (2).

**§26.01 Purpose.**—(a) The purpose of this part is to implement the provisions of the Vessel Bridge-to-Bridge Radiotelephone Act. This part—

- (1) Requires the use of the vessel bridge-to-bridge radiotelephone;
- (2) Provides the Coast Guard's interpretation of the meaning of important terms in the Act;
- (3) Prescribes the procedures for applying for an exemption from the Act and the regulations issued under the Act and a listing of exemptions.

(b) Nothing in this part relieves any person from the obligation of complying with the rules of the road and the applicable pilot rules.

**§26.02 Definitions.**—For the purpose of this part and interpreting the Act—

“Secretary” means the Secretary of the Department in which the Coast Guard is operating;

“Act” means the “Vessel Bridge-to-Bridge Radiotelephone Act”, 33 U.S.C.A. sections 1201-1208;

“Length” is measured from end to end over the deck excluding sheer;

“Navigable waters of the United States inside the lines established pursuant to section 2 of the Act of February 19, 1895 (28 Stat. 672), as amended,” means those waters governed by the Navigation Rules for Harbors, Rivers, and Inland waters (33 U.S.C. sec. 151 et seq.), the Navigation Rules for Great Lakes and their Connecting and Tributary Waters (33 U.S.C. sec. 241 et seq.), and the Navigation Rules for Red River of the North and Rivers emptying into Gulf of Mexico and Tributaries (33 U.S.C. sec. 301 et seq.);

“Power-driven vessel” means any vessel propelled by machinery; and

"Towing vessel" means any commercial vessel engaged in towing another vessel astern, alongside, or by pushing ahead.

**§26.03 Radiotelephone required.**—(a) Unless an exemption is granted under §26.09 and except as provided in subparagraph (4) of this paragraph, section 4 of the Act provides that—

(1) Every power-driven vessel of 300 gross tons and upward while navigating;

(2) Every vessel of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(3) Every towing vessel of 26 feet or over in length while navigating; and

(4) Every dredge and floating plant engaged in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels: *Provided*, That an unmanned or intermittently manned floating plant under the control of a dredge need not be required to have separate radiotelephone capability;

Shall have a radiotelephone capable of operation from its navigational bridge, or in the case of a dredge, from its main control station, and capable of transmitting and receiving on the frequency or frequencies within the 156-162 Mega-Hertz band using the classes of emissions designated by the Federal Communications Commission, after consultation with other cognizant agencies, for the exchange of navigational information.

(b) The radiotelephone required by paragraph (a) of this section shall be carried on board the described vessels, dredges, and floating plants upon the navigable waters of the United States inside the lines established pursuant to section 2 of the Act of February 19, 1895 (28 Stat. 672), as amended.

**§26.04 Use of the designated frequency.**—(a) No person may use the frequency designated by the Federal Communications Commission under section 8 of the Act, U.S.C.A. section 1207(a), to transmit any information other than information necessary for the safe navigation of vessels or necessary tests.

(b) Each person who is required to maintain a listening watch under section 5 of the Act shall, when necessary, transmit and confirm, on the designated frequency, the intentions of his vessel and any other information necessary for the safe navigation of vessels.

(c) Nothing in these regulations may be construed as prohibiting the use of the designated frequency to communicate with shore stations to obtain or furnish information necessary for the safe navigation of vessels.

**NOTE:** The Federal Communications Commission has designated the frequency 156.65 MHz for the use of bridge-to-bridge radio-telephone stations.

**§26.05 Use of radiotelephone.**—Section 5 of the Act states—

(a) The radiotelephone required by this Act is for the exclusive use of the master or person in charge of the vessel, or the person designated by the master or person in charge of the vessel, or the person designated by the master or person in charge to pilot or direct the movement of the vessel, who shall maintain a listening watch on the designated frequency. Nothing contained herein shall be interpreted as precluding the use of portable radiotelephone equipment to satisfy the requirements of this Act.

**§26.06 Maintenance of radiotelephone; failure of radiotelephone.**—Section 6 of the Act states—

(a) Whenever radiotelephone capability is required by this Act, a vessel's radiotelephone equipment shall be maintained in effective operating condition. If the radiotelephone equipment carried aboard a vessel ceases to operate, the master shall exercise due diligence to restore it or cause it to be restored to

effective operating condition at the earliest practicable time. The failure of a vessel's radiotelephone equipment shall not, in itself, constitute a violation of this Act, nor shall it obligate the master of any vessel to moor or anchor his vessel; however, the loss of radiotelephone capability shall be given consideration in the navigation of the vessel.

**§26.07 English language.**—No person may use the services of, and no person may serve as a person required to maintain a listening watch under section 5 of the Act, 33 U.S.C.A. section 1204 unless he can speak the English language.

**§26.08 Exemption procedures.**—(a) Any person may petition for an exemption from any provision of the Act or this part;

(b) Each petition must be submitted in writing to U.S. Coast Guard (M), 400 Seventh Street SW., Washington, DC 20590, and must state—

(1) The provisions of the Act or this part from which an exemption is requested; and

(2) The reasons why marine navigation will not be adversely affected if the exemption is granted and if the exemption relates to a local communication system how that system would fully comply with the intent of the concept of the Act but would not conform in detail if the exemption is granted.

**§26.09 List of exemptions. [Reserved]**

**§26.10 Penalties.**—Section 9 of the Act states—

(a) Whoever, being the master or person in charge of a vessel subject to the Act, fails to enforce or comply with the Act or the regulations hereunder; or whoever, being designated by the master or person in charge of a vessel subject to the Act to pilot or direct the movement of a vessel fails to enforce or comply with the Act or the regulations hereunder—is liable to a civil penalty of not more than \$500 to be assessed by the Secretary.

(b) Every vessel navigated in violation of the Act or the regulations hereunder is liable to a civil penalty of not more than \$500 to be assessed by the Secretary, for which the vessel may be proceeded against in any District Court of the United States having jurisdiction.

(c) Any penalty assessed under this section may be remitted or mitigated by the Secretary, upon such terms as he may deem proper.

## SUBCHAPTER G—REGATTAS AND MARINE PARADES

### PART 100—SAFETY OF LIFE ON NAVIGABLE WATERS

Sec.		Sec.	
100.01	Purpose and intent.	100.25	Action on application for event not assigned to State regulation by Coast Guard-State agreement.
100.05	Definition of terms used in this part.	100.30	Approval required for holding event.
100.10	Coast Guard-State agreements.	100.35	Special local regulations.
100.15	Submission of application.	100.40	Patrol of the regatta or marine parade.
100.20	Action on application for event assigned to State regulation by Coast Guard-State agreement.	100.45	Establishment of aids to navigation.
		100.50	Penalties for violations of regulations.

AUTHORITY: The provisions of Part 100 issued under sec. 1, 35 Stat. 69, as amended, sec. 6(b) (1), 80 Stat. 937; 46 U.S.C. 454; 49 U.S.C. 1655(b) (1); 49 CFR 1.46(b).

**§100.01 Purpose and intent.**—(a) The purpose of the regulations in this part is to provide effective control over regattas and marine parades conducted on the navigable waters of the United States so as to insure safety of life in the regatta or marine parade area.

**§100.05 Definition of terms used in this part.**—(a) “Regatta” or “marine parade” means an organized water event of limited duration which is conducted according to a prearranged schedule.

(b) “Navigable waters of the United States” means those waters of the United States, including the territorial sea adjacent thereto, the general character of which is navigable, and which, either by themselves or by uniting with other waters, form a continuous waterway on which boats or vessels may navigate or travel between two or more States, or to or from foreign nations. (See Part 2 of this chapter for a description of navigable waters of the United States and determinations made concerning certain specific waters in various States.)

(c) “District Commander” means the Commander of the Coast Guard District in which the regatta or marine parade is intended to be held. (See Part 3 of this chapter for the geographical boundaries of Coast Guard Districts.)

(d) “State authority” means any official or agency of a State having power under the law of such State to regulate regattas or marine parades on waters over which such State has jurisdiction.

**§100.10 Coast Guard-State agreements.**—(a) The District Commander is authorized to enter into agreements with State authorities permitting regulation by the State of such classes of regatta or marine parade on the navigable waters of the United

States as, in the opinion of the District Commander, the State is able to regulate in such a manner as to insure safety of life. All such agreements shall reserve to the District Commander the right to regulate any particular regatta or marine parade when he deems such action to be in the public interest.

**§100.15 Submission of application.**—(a) An individual or organization planning to hold a regatta or marine parade which, by its nature, circumstances or location, will introduce extra or unusual hazards to the safety of life on the navigable waters of the United States, shall submit an application to the Coast Guard District Commander having cognizance of the area where it is intended to hold such regatta or marine parade. Examples of conditions which are deemed to introduce extra or unusual hazards to the safety of life include but are not limited to: an inherently hazardous competition, the customary presence of commercial or pleasure craft in the area, any obstruction of navigable channel which may reasonably be expected to result, and the expected accumulation of spectator craft.

(b) Where such events are to be held regularly or repeatedly in a single area by an individual or organization, the Commandant or the District Commander may, subject to conditions set from time to time by him, grant a permit for such series of events for a fixed period of time, not to exceed one year.

(c) The application shall be submitted not less than 30 days prior to the start of the proposed event.

(d) The application shall include the following details:

- (1) Name and address of sponsoring organization.
- (2) Name, address, and telephone of person or persons in charge of the event.
- (3) Nature and purpose of the event.
- (4) Information as to general public interest.
- (5) Estimated number and types of watercraft participating in the event.
- (6) Estimated number and types of spectator watercraft.
- (7) Number of boats being furnished by sponsoring organizations to patrol event.
- (8) A time schedule and description of events.
- (9) A section of a chart or scale drawing showing the boundaries of the event, various water courses or areas to be utilized by participants, officials, and spectator craft.

**§100.20 Action on application for event assigned to State regulation by Coast Guard-State agreement.**—(a) Upon receipt of an application for a regatta or marine parade of a type assigned to a State for regulation under a Coast Guard-State agreement, the District Commander will forward the application to the State authority having cognizance of the event. Further processing and decision upon such an application shall be conducted by the State.

**§100.25 Action on application for event not assigned to State regulation by Coast Guard-State agreement.**—(a) Where an event is one of a type not assigned to the State for regulation under a Coast Guard-State agreement (or where no such agreement has been entered), the Commander of a Coast Guard District who

receives an application for a proposed regatta or marine parade to be held upon the navigable waters of the United States within his district shall take the following action:

(1) He shall determine whether the proposed regatta or marine parade may be held in the proposed location with safety of life. To assist in his determination, he may, if he deems it necessary, hold a public hearing to obtain the views of all persons interested in, or who will be affected by, the regatta or marine parade.

(2) He will notify the individual or organization which submitted the application:

(i) That the application is approved, and the nature of the special local regulations, if any, which he will promulgate pursuant to Section 100.35; or,

(ii) That the interest of safety of life on the navigable waters of the United States requires specific change or changes in the application before it can be approved; or,

(iii) That the event requires no regulation or patrol of the regatta or marine parade area; or,

(iv) That the application is not approved, with reason for such disapproval.

**§100.30 Approval required for holding event.**—(a) An event for which application is required under paragraph 100.15(a) shall be held only after approval of such event by the District Commander, except that applications referred to a State under Section 100.10 shall be governed by the laws of that State.

**§100.35 Special local regulations.**—(a) The Commander of a Coast Guard District, after approving the plans for the holding of a regatta or marine parade within his district, is authorized to promulgate such special local regulations as he deems necessary to insure safety of life on the navigable waters immediately prior to, during, and immediately after the approved regatta or marine parade. Such regulations may include a restriction upon, or control of, the movement of vessels through a specified area immediately prior to, during, and immediately after the regatta or marine parade.

(b) After approving the plans for the holding of a regatta or marine parade upon the navigable waters within his district, and promulgating special regulations thereto, the Commander of a Coast Guard District shall give the public full and adequate notice of the dates of the regatta or marine parade, together with full and complete information of the special local regulations, if there be such. Such notice should be published in the local notices to mariners.

(c) The special local regulations referred to in paragraph (a) of this section, when issued and published by the Commander of a Coast Guard District, shall have the status of regulations issued pursuant to the provisions of section 1 of the act of April 28, 1908, as amended (46 U.S.C. 454).

**§100.40 Patrol of the regatta or marine parade.**—(a) The Commander of a Coast Guard District in which a regatta or marine parade is to be held may detail, if he deems the needs of safety require, one or more Coast Guard vessels to patrol the

course of the regatta or marine parade for the purpose of enforcing not only the special local regulations but also for assistance work and the enforcement of laws generally.

(b) The Commander of a Coast Guard District may also utilize any private vessel or vessels to enforce the special local regulations governing a regatta or marine parade provided such vessel or vessels have been placed at the disposition of the Coast Guard pursuant to section 826 in Title 14, U.S. Code, for such purpose by any member of the Coast Guard Auxiliary, or any corporation, partnership, or association, or by any State or political subdivision thereof. Any private vessel so utilized shall have on board an officer or petty officer of the Coast Guard who shall be in charge of the vessel during the detail and responsible for the law enforcement activities or assistance work performed by the vessel during such detail. Any private vessel so utilized will display the Coast Guard ensign while engaged in this duty.

(c) The Commander of a Coast Guard District may also utilize any private vessel or vessels placed at the disposition of the Coast Guard pursuant to section 826 in Title 14, U.S. Code, by any member of the Coast Guard Auxiliary, or any corporation, partnership, or association, or by any State or political subdivision thereof, to patrol the course of the regatta or marine parade for the purpose of promoting safety by performing assistance work, effecting rescues, and directing the movement of vessels in the vicinity of the regatta or marine parade. Vessels utilized under the authority of this paragraph are not authorized to enforce the special local regulations or laws generally.

**§100.45 Establishment of aids to navigation.**—(a) The Commander of a Coast Guard District will establish and maintain only those aids to navigation as he deems necessary to assist in the observance and enforcement of the special local regulations issued by him. Such aids to navigation will be in accordance with Section 62.01–35 of this chapter. All other aids to navigation incidental to the holding of a regatta or marine parade shall be considered as private aids to navigation coming within the purview of Section 66.01 of this chapter.

**§100.50 Penalties for violation of regulations.**—(a) An individual or organization who violates any provision of these regulations, or any regulation or order issued pursuant to these regulations shall be subject to the following penalties as provided in section 457 in Title 46, U.S. Code:

(1) A licensed officer shall be liable to suspension or revocation of license in the manner now prescribed by law for incompetency or misconduct.

(2) Any person in charge of the navigation of a vessel other than a licensed officer shall be liable to a penalty of \$500.

(3) The owner of a vessel (including any corporate officer of a corporation owning the vessel) actually on board shall be liable to a penalty of \$500, unless the violation of regulations shall have occurred without his knowledge.

(4) Any other person shall be liable to a penalty of \$250.

(b) The Commandant of the Coast Guard is authorized and empowered to mitigate or remit any penalty herein provided for in the manner prescribed by law for the mitigation or remission of penalties for violation of the navigation laws. (See 46 CFR 2.50-1 to 2.50-40, inclusive, for procedures regarding assessment, mitigation or remission of penalties.)



## SUBCHAPTER M—COAST GUARD VESSELS

### PART 135—LIGHTS FOR COAST GUARD VESSELS OF SPECIAL CONSTRUCTION

CROSS REFERENCE: For Navigational Light Waivers for certain classes and types of naval vessels issued by the Department of Defense, Department of the Navy, see 32 CFR Part 706, Navigational Light Waivers, and Part 707, Distinctive Lights Authorized for Submarines.

Sec.		Sec.	
135.01	Purpose of regulations.	135.40	Vertical separation of range lights.
135.10	Definition of terms used in this part.	135.45	Height of forward mast-head light.
135.15	General findings and certifications.	135.47	Vertical separation of towing lights.
135.20	Extent of compliance.	135.50	Great Lakes Rules; horizontal separation of range lights.
135.25	Horizontal separation of range lights.		
135.35	International Rules and Inland Rules; height and arc of visibility of after anchor light.		

AUTHORITY: The provisions of this Part 135 issued under sec. 1, 59 Stat. 590, sec. 2, 77 Stat. 194, sec. 6(b)(1), 80 Stat. 937; 33 U.S.C. 360, 1052, 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b), unless otherwise noted.

**§135.01 Purpose of regulations.**—The regulations in this part set forth findings, certifications, exemptions from certain statutory requirements, and those requirements found or certified to be feasible for Coast Guard vessels, by reason of special construction, with respect to the number, position, range of visibility, or arc of visibility of the lights required to be displayed by vessels when navigating on the high seas or navigable waters of the United States, its territories or possessions.

**§135.10 Definition of terms used in this part—**(a) *International Rules.*—The term “International Rules” means the “Regulations for Preventing Collisions at Sea, 1960,” as set forth in section 4 of the act of September 24, 1963 (77 Stat. 195–210; 33 U.S.C. 1061–1094).

(b) *Inland Rules.*—The term “Inland Rules” means the rules for the navigation of rivers, harbors, and inland waters of the United States, except (1) the Great Lakes and their connecting and tributary waters as far east as Montreal, (2) the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of its tributaries emptying thereinto and their tributaries, (3) that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and (4) the Red River of the North, as set forth in the Act of June 7, 1897, as amended (30 Stat. 96–103, as amended; 33 U.S.C. 154–232).

(c) *Great Lakes Rules.*—The term “Great Lakes Rules” means the act to regulate navigation on the Great Lakes and their con-

necting and tributary waters of February 8, 1895, as amended (28 Stat. 645-650, as amended; 33 U.S.C. 241-294).

**§135.15 General findings and certifications.**—(a) It is hereby found that the Coast Guard vessels of special construction described in this part cannot comply with certain applicable statutory requirements, enumerated in various sections of this part, relating to the lights required to be displayed by vessels when navigating on the high seas or navigable waters of the United States, its territories or possessions, without seriously affecting the military characteristics and functions of the vessels concerned.

(b) It is hereby found and certified that the requirements regarding lights, as stated in the various sections of this part, which will be carried by the Coast Guard vessels described, conform as closely as feasible to the applicable statutory requirements.

**§135.20 Extent of compliance.**—Except as provided otherwise in this part, the Coast Guard vessels described in this part are in full compliance with the other provisions of the applicable International Rules, Inland Rules, or Great Lakes Rules governing the areas where the vessels are being operated.

**§135.25 Horizontal separation of range lights.**—(a) Rule 2(a)(iii), International Rules, requires in part that the minimum horizontal separation between the forward masthead light and the after range light shall be at least 45 feet (33 U.S.C. 1062(a)(iii)). Because of special construction, the Coast Guard vessels named in this section cannot comply with this requirement and are therefore exempted.

(b) The following Auxiliary vessel shall carry the forward masthead light and the after range light with a horizontal separation of 34 feet:

USCGC Storis (WAGB-38).

(c) The following Icebreakers carry the forward masthead light and after range light with a horizontal separation of 23 feet or more:

USCGC Burton Island (WAGB-283).

USCGC Edisto (WAGB-284).

USCGC Glacier (WAGB-4).

USCGC Northwind (WAGB-282).

USCGC Southwind (WAGB-280).

USCGC Staten Island (WAGB-278).

USCGC Westwind (WAGB-281).

(d) Reserved

(e) The following Buoy Tenders, Class 180-A, shall carry the forward masthead light and after range light with a horizontal separation of 24 feet:

USCGC Balsam (WLB-62).

USCGC Cactus (WLB-270).

USCGC Citrus (WLB-300).

USCGC Clover (WLB-292).

USCGC Conifer (WLB-301).

USCGC Cowslip (WLB-277).

USCGC Evergreen (WAGO-295).

USCGC Gentian (WLB-290).

USCGC Laurel (WLB-291).

USCGC Madrona (WLB-302).

USCGC Sorrel (WLB-296).

(f) The following Buoy Tenders, Class 180-B, shall carry the forward masthead light and after range light with a horizontal separation of 16 feet:

USCGC Buttonwood (WLB-306).

USCGC Ironwood (WLB-297).

USCGC Papaw (WLB-308).

USCGC Planetree (WLB-307).

USCGC Sweetgum (WLB-309).

(g) The following Buoy Tenders, Class 180-C, shall carry the forward masthead light and after range light with a horizontal separation of 16 feet:

USCGC Basswood (WLB-388).

USCGC Bittersweet (WLB-389).

USCGC Blackhaw (WLB-390).

USCGC Blackthorn (WLB-391).

USCGC Firebush (WLB-393).

USCGC Hornbeam (WLB-394).

USCGC Iris (WLB-395).

USCGC Mallow (WLB-396).

USCGC Mariposa (WLB-397).

USCGC Sagebrush (WLB-399).

USCGC Salvia (WLB-400).

USCGC Sassafras (WLB-401).

USCGC Sedge (WLB-402).

USCGC Spar (WLB-403).

USCGC Sweetbrier (WLB-405).

(h) All patrol cutters, medium endurance, 210-foot class, shall carry the forward masthead light and the after range light with a horizontal separation of not less than 18 feet.

(i) The following patrol cutters, medium endurance, 143-foot class, carry the forward masthead light and the after range light with a horizontal separation of 40 feet or more:

USCGC Modoc (WMEC-194).

USCGC Comanche (WMEC-202).

(Sec. 5, 62 Stat. 257, sec. 4, 77 Stat. 203; 33 U.S.C. 356, 1073)

**§135.35 International Rules and Inland Rules; height and arc of visibility of after anchor light.**—(a) Rule 11(b), International Rules, and Article 11, Inland Rules, requires that the anchor light at the stern shall be not less than 15 feet lower than the forward anchor light, and also require that this light shall be visible all around the horizon (33 U.S.C. 1071(b), 180). Because of special construction the Coast Guard vessel named in this section cannot comply with these requirements and is, therefore, exempted.

(b) The following Auxiliary vessel shall carry the after anchor light at a height of 10 feet below the forward anchor light and the arc of visibility of the after anchor light shall be an arc of approximately 240 degrees, that is, from right aft to 120 degrees to port and 120 degrees to starboard:

USCGC Courier (WTR-410).

**§135.40 Vertical separation of range lights.**—(a) Rule 2(a) (iii), International Rules, and Article 2(a), (e), Inland Rules, require that the vertical separation between the forward masthead light and the after range light shall be at least 15 feet (33 U.S.C. 1062(a) (iii), 172(a), (e)). Because of special construction the Coast Guard vessels named in this section cannot comply with this requirement and are therefore exempted.

(b) The vertical separation between the forward masthead light and the after range light for the following Coast Guard Cutters is:

USCGC Modoc (WMEC-194)	10'7½"
USCGC Comanche (WMEC-202)	10'7½"

(Sec. 5, 62 Stat. 250, sec. 4, 77 Stat. 203; 33 U.S.C. 356, 1073)

**§135.45 Height of forward masthead light.**—(a) Because of special construction, the Coast Guard Cutters named in paragraph (b) of this section cannot comply with the requirements of Rule 2(a) (iii) of the International Regulations (33 U.S.C. 1062(a) (iii)) and are exempted as allowed by 33 U.S.C. 1052.

(b) The height of the forward masthead light for the Coast Guard Cutter in the following class is:

143-foot WMEC Class	at least 28'0"
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**§135.47 Vertical separation of towing lights.**—(a) Rule 3(a), International Rules, requires in part that "A power-driven vessel \* \* \* when towing and the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet, shall carry three white lights in a vertical line one over the other, so that the upper and lower lights shall be the same distance from, and not less than 6 feet above or below the middle light. \* \* \*" (33 U.S.C. 1063). Because of special construction, the Coast Guard vessels described in this section cannot comply with this requirement and are therefore exempted.

(b) All Coast Guard cutters of the 82-foot and 95-foot WPB Classes, and of the 65-foot WYTL Class, when required to display towing lights consisting of three white lights in a vertical line one over the other, display such lights in a vertical line so that the upper and lower lights are the same distance from, and not less than 3 feet above or below the middle light.

**§135.50 Great Lakes Rules; horizontal separation of range lights.**—(a) Rule 3(e), Great Lakes Rules, requires in part that the minimum horizontal separation between the forward masthead light and the after range light shall be more than 50 feet (33 U.S.C. 252(e)). Because of special construction, the Coast Guard vessels named in this section cannot comply with this requirement and are therefore exempted.

(b) The following Buoy Tenders, Class 180-A, shall carry the forward masthead light and after range light with a horizontal separation of 24 feet:

USCGC Tupelo (WLB-303).

USCGC Woodbine (WLB-289).

(c) The following Buoy Tender, Class 180-B, shall carry the forward masthead light and after range light with a horizontal separation of 16 feet:

USCGC Mesquite (WLB-305).

(d) The following Buoy Tenders, Class 180-C, shall carry the forward masthead light and after range light with a horizontal separation of 16 feet:

USCGC Acacia (WLB-406).

USCGC Bramble (WLB-392).

USCGC Sundew (WLB-404).

USCGC Woodrush (WLB-407).

(e) The following Icebreaker shall carry the forward masthead light and after range light with a horizontal separation of 36 feet:

USCGC Mackinaw (WAGB-83).

(f) The following Icebreakers carry the forward masthead light and after range light with a horizontal separation of 23 feet:

USCGC Burton Island (WAGB-283).

USCGC Edisto (WAGB-284).

USCGC Glacier (WAGB-4).

USCGC Northwind (WAGB-282).

USCGC Southwind (WAGB-280).

USCGC Staten Island (WAGB-278).

USCGC Westwind (WAGB-281).

## SUBCHAPTER M—COAST GUARD VESSELS

### PART 136—SHAPES (DAY SIGNALS) FOR COAST GUARD VESSELS OF SPECIAL CONSTRUCTION

Sec.		Sec.	
136.01	Purpose of regulations.	136.25	International Rules; vessels not under command or engaged in certain operations and displaying two black balls.
136.10	Definition of terms used in this part.	136.30	International Rules; vessels engaged in certain occupations and displaying three shapes.
136.15	General findings and certification.		
136.20	Extent of compliance.		

**AUTHORITY:** The provisions of this Part 136 issued under Sec. 1, 80 Stat. 383, 388, as amended, Sec. 5, 62 Stat. 257, Sec. 4, 77 Stat. 203, Sec. 6(b) (1), 80 Stat. 937; 5 U.S.C. 552, 559, 33 U.S.C. 356, 1073, 49 U.S.C. 1655 (b) (1); 49 CFR 1.46 (b).

**§136.01 Purpose of regulations.**—(a) The regulations in this part set forth findings, certifications, and exemptions from certain statutory requirements, and those requirements found or certified to be feasible for Coast Guard vessels, by reason of special construction, with respect to the number, position, range of visibility or arc of visibility of shapes (day signals) required to be displayed during the daytime by vessels when navigating on the high seas or navigable waters of the United States, its territories or its possessions.

**§136.10 Definition of terms used in this part.**—(a) *International Rules.* The term "International Rules" means the "Regulations for Preventing Collisions at Sea, 1960," as set forth in section 4 of the Act of September 24, 1963 (77 Stat. 195–210; 33 U.S.C. 1061–1094).

(b) *Inland Rules.* The term "Inland Rules" means the rules for the navigation of rivers, harbors, and other inland waters of the United States, except (1) the Great Lakes and their connecting and tributary waters as far east as Montreal, (2) the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of its tributaries emptying thereinto and their tributaries, (3) that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and (4) the Red River of the North; as set forth in the act of June 7, 1897, as amended (30 Stat. 96–103, as amended, 33 U.S.C. 154–232).

**§136.15 General findings and certification.**—(a) It is hereby found that the Coast Guard vessels of special construction described in this part cannot comply with certain applicable statutory requirements, enumerated in various sections of this part, relating to the shapes (day signals) required to be displayed by vessels when navigating on the high seas or navigable waters of

the United States, its territories or possessions, without seriously affecting the military characteristics and functions of the vessels concerned.

(b) It is hereby found and certified that the requirements regarding shapes (day signals), as stated in the various sections of this part, which will be carried by the Coast Guard vessels described, conform as closely as feasible to the applicable statutory requirements.

**§136.20 Extent of compliance.**—(a) Except as provided otherwise in this subchapter, the Coast Guard vessels described in this part are in full compliance with the other provisions regarding shapes (day signals) of the applicable International Rules or Inland Rules governing the areas where the vessels are being operated.

**§136.25 International Rules; vessels not under command or engaged in certain operations and displaying two black balls.**—

(a) Rule 4(a), International Rules, requires in part that a vessel which is not under command shall by day carry “in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter” (33 U.S.C. 1064). Because of special construction, the Coast Guard vessels of the 82-foot and 95-foot WPB classes cannot comply with such requirements and are therefore exempt.

(b) All Coast Guard vessels of the 82-foot and 95-foot WPB classes shall carry and when necessary display the required two black balls or shapes with a vertical separation of not less than 4 feet between them.

**§136.30 International Rules; vessels engaged in certain occupations and displaying three shapes.**—(a) Rule 4(c) and Rule 11(d), International Rules, require in part that a vessel “engaged in laying or picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations,” including “when at anchor,” shall carry and display 3 shapes, each 2 feet in diameter, in a vertical line one over the other so the upper and lower shapes shall be the same distance from, and not less than 6 feet above or below, the middle shape (33 U.S.C. 1064(c), 1071(d)). Because of special construction, the Coast Guard vessels of the 82-foot and 95-foot WPB classes cannot comply with these requirements and are therefore exempt.

(b) Rule 11(e), International Rules, requires in part that a vessel aground by day “shall carry, where they can best be seen, 3 black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart” (33 U.S.C. 1071(e)). Because of special construction, the Coast Guard vessels of the 82-foot and 95-foot WPB classes cannot comply with this requirement and are therefore exempt.

(c) All Coast Guard vessels of the 82-foot and 95-foot WPB classes shall carry and when necessary shall display where they can best be seen, three black balls or shapes required by Rule 4(c) and Rule 11(d) or (e), International Rules, in a vertical line with a vertical separation of not less than 1 foot between them.

## TITLE 32—NATIONAL DEFENSE

### Chapter VI—Department of the Navy

#### Subchapter B—Navigation

#### PART 706—NAVIGATIONAL LIGHT WAIVERS

Sec.

706.1 Purpose of regulations.

Sec.

706.2 Certifications of the Secretary of the Navy under U.S.C. 360 and 1052.

AUTHORITY: The provisions of this Part 706 issued under sec. 1, 50 Stat. 590, sec. 2, 77 Stat. 194 (33 U.S.C. 1052).

CROSS REFERENCE: For lights of Coast Guard vessels of special construction, see 33 CFR Part 135.

**§706.1 Purpose of regulations.**—(a) All ships are warned that, when U.S. naval vessels are met on the high seas or on navigable waters of the United States during periods when navigational lights may be displayed, certain navigational lights of some naval vessels may vary from the requirements of the Regulations for Preventing Collisions at Sea, 1960, 33 U.S. Code, sections 1061–1094, and rules applicable to the navigable waters of the United States, as to number, position, range of visibility or arc of visibility. These differences are necessitated by reasons of military function or special construction of the naval ships. An example is the aircraft carrier where the two white lights are in most instances on the island superstructure considerably displaced from the center or keel line of the vessel when viewed from ahead. Certain other naval vessels cannot comply with the horizontal separation requirements of the white lights, and the two white lights on even large naval vessels, such as some cruisers, will thus appear to be crowded together when viewed from a distance. Other naval vessels may also have unorthodox navigational light arrangements or characteristics when seen either underway or at anchor.

(b) Naval vessels may also be expected to display certain other lights. These lights include, but are not limited to, different colored recognition light signals, landing lights on carriers, and pulsating red lights to indicate speed to other naval ships. These lights may sometimes be shown in combination with navigational lights.

(c) During peacetime naval maneuvers, naval ships, alone or in company, may also dispense with showing any lights, though efforts will be made to display lights on the approach of shipping.

(d) 33 U.S. Code, sections 360 and 1052 provide that the requirements of the Regulations for Preventing Collisions at Sea, 1960, the Inland Rules, the Great Lakes Rules, and Western River Rules, as to the number, position, range of visibility, or arc of visibility of lights required to be displayed by vessels, shall not apply to any vessel or class of vessels of the Navy where the Secretary of the Navy shall find or certify that, by reason of special construction or purpose, it is not possible for such vessel or class of vessels to comply with the statutory provisions as to lights.



(e) This part consolidates and codifies certificates of the Secretary of the Navy under 33 U.S.C. 360 and 1052. It has been determined that, because of their construction, it is not possible for the classes or types of naval vessels listed in this part to comply with all of the requirements of the statutes enumerated in sections 360 and 1052, Title 33, United States Code.

**§706.2 Certifications of the Secretary of the Navy under 33 U.S.C. 360 and 1052.**—The Secretary of the Navy hereby finds and certifies that the classes or types of vessels listed in this section are naval vessels of special construction and that, with respect to the position of the navigational lights listed in this section, it is not possible to comply with the requirements of the statutes enumerated in sections 360 and 1052 of Title 33, United States Code. The Secretary of the Navy further finds and certifies that the navigational lights listed in this section conform as closely as feasible to the applicable statutory requirements.

TABLE ONE

Vessel class or type	Distance in feet of the forward 20-point white light below minimum required height (based on requirements of International Rule 2 (a) (iii))	Distance in feet below minimum required vertical separation between forward and after 20-point white lights (based on requirements of International Rule 2 (a) (iii))	Ratio of horizontal to vertical separation of the two 20-point white lights (based on International Rule 2 (a) (iii) which requires ratio of 3.0 to 1)	Minimum distance horizontally in feet between forward and after 20-point white lights
<b>CRUISERS:</b> CA (Heavy Cruiser) CAG (Guided Missile Heavy Cruiser). CG(N) (Guided Missile Cruiser). CL (Light Cruiser) CLG (Guided Missile Light Cruiser).	None	None	0.9 or greater to 1.	29 or greater.
<b>AIRCRAFT CARRIERS:</b> T-AKV (MSTS Auxiliary Cargo Ship). LPH (Amphibious Assault Ship). CVA (Attack Aircraft Carrier). CVS (ASW Support Aircraft Carrier). CC2 (Command Ship converted from aircraft carrier). AGMR-2 (Major Communications Relay Ship converted from aircraft carrier). AVT (Auxiliary Aircraft Transport).	11 or less     25  25 or less  14 or less	2 or less     None  None  None	0.7 or greater to 1.     2.0 or greater to 1.  3.0 or greater to 1.  3.0 or greater to 1.	20 or greater.     30 or greater.  30 or greater.  45 or greater.
<b>AUXILIARIES:</b> ADG (Degaussing Vessel). AG (Miscellaneous). AGB (Icebreaker). AGS (Surveying Ship). AKS (General Stores Issue Ship). AN (Net Laying Ship). APB (Self-Propelled Barracks Ship). ARSD (Salvage Lifting Vessel). AVB (Advanced Aviation Base Ship). AVM (Guided Missile Ship). AVP (Small Seaplane Tender).	40 or less	3 or less	0.9 or greater to 1.	19 or greater.
<b>DESTROYERS:</b> DD (Destroyer) DDE (Escort Destroyer). DDG (Guided Missile Destroyer).				

TABLE ONE Continued

Vessel class or type	Distance in feet of the forward 20-point white light below minimum required height (based on requirements of International Rule 2(a) (iii))	Distance in feet below minimum required vertical separation between forward and after 20-point white lights (based on requirements of International Rule 2(a) (iii))	Ratio of horizontal to vertical separation of the two 20-point white lights (based on International Rule 2(a) (iii) which requires ratio of 3.0 to 1)	Minimum distance horizontally in feet between forward and after 20-point white lights
DDR (Radar Picket Destroyer). DL (Frigate) DLG (Guided Missile Frigate).	18 or less	3 or less	0.9 or greater to 1.	17 or greater.
AMPHIBIOUS WARFARE VESSELS: APD (High Speed Transport). IFS (Inshore Fire Support Ship). LSD (Dock Landing Ship). LST (Tank Landing Ship). LSM (Medium Landing Ship). LSMR (Landing Ship Medium Rocket)	40 or less	5 or less	1.0 or greater to 1.	21 or greater.
PATROL VESSELS: DE (Escort Vessel) DER (Radar Picket Escort Vessel). PC (Submarine Chaser). PCE (Escort) PCER (Rescue Escort)	19 or less	None	3.0 or greater to 1.	158 or greater.
PC(H) (Hydrofoil Patrol Craft) PGM (Motor Gunboat)	17 or less	5 or less	1.0 or greater to 1.	19 or greater.
MINE VESSELS: MHC (Minehunter Coastal). MSF (Minesweeper Fleet). MSO (Minesweeper Ocean). MSS (Minesweeper Special).	None	After white light not carried		
SERVICE VESSELS: YG (Garbage Lighter Self-Propelled). YV (Drone Aircraft Catapult Control Craft). Self-propelled Crane (No hull classification).	8 or less	None	1.0 or greater to 1.	19 or greater.
SUBMERSIBLES: NR-1 (Nuclear-Powered Research Vehicle).	16 or less	3 or less	0.6 or greater to 1.	8 or greater.
	16 or less	5 or less	0.6 or greater to 1.	12 or greater.
	10	After white light neither required nor carried.		

TABLE TWO  
SUBMARINES

(a) One, 20-point white light is generally carried in the forward part of the vessel and will not be less than 15 feet above the hull. This light is visible over a maximum arc of 27 points, that is from right ahead to  $5\frac{1}{2}$  points (62 degrees) abaft the beam on either side.

(b) A second, 20-point or other white light is not installed.

(c) Side lights may be visible simultaneously across the bow. The side lights may also be visible 30 degrees abaft the beam.

(d) Lights required by International Rule 4 are not installed.

(e) The white light showing to the stern will be visible over a maximum arc of 23 points of the compass, that is from right astern to  $11\frac{1}{2}$  points (approximately 126 degrees) to either side. This light is not installed at the stern but may be located from 20 to 190 feet forward of the stern.

(f) The forward anchor light may be carried up to a maximum of 60 feet aft of the stem and is carried at a height not less than 6 feet above the hull. The after anchor light may be carried at a greater height.

#### NOTES

1. The after range light when carried by naval vessels is a 20-point white light as required by International Rule 2(a)(ii).

2. The arc of visibility of the after 20-point white light on certain heavy cruisers (CA) may be obstructed by as much as one point when viewed from ahead.

3. On aircraft carriers (CVA and CVS) and aircraft types (LPH, T-AKV and AVT), the following additional variations exist:

a. The two 20-point white lights (masthead light and range light) are located at a maximum distance of 94 feet to the left of the keel line when viewed from ahead. (This distance is measured perpendicularly from the keel line to the two white lights.)

b. The forward anchor lights are located a maximum of 8 feet vertically below the uppermost continuous deck (two lights at the same level). These lights are located forward and on either side of the vessel.

c. The after anchor lights are located a maximum of 31 feet vertically below the uppermost continuous deck (two lights at the same level). These lights are located aft and on either side of the vessel.

4. On certain command ships and Major Communications Relay Ships (CC-2 and AGMR-2 types converted from aircraft carrier hull), the following additional variations exist:

a. Towing lights, when displayed, will meet the requirements for vertical separation; however, the lower light will be located 3-9 feet above the hull.

b. Five degrees of the arc of visibility of the range light on the CC-2 type ships is obstructed at a point commencing approximately  $2\frac{1}{2}$  points forward of the port beam.

c. The number and position of the forward and after anchor lights for CC-2 type ships are the same as those of other classes of aircraft carriers described in Notes 3b and 3c of this section.

d. The lights mentioned in Table One with respect to CC-2 and AGMR-2 type ships are located on the center or keel line.

e. The masthead light shall be carried at a height of 15 feet or more above the hull.

5. On mechanized landing craft (LCM) and certain utility landing craft (LCU) only one 20-point white light is installed and is located in the after part of the ship. Also in certain utility landing craft, the 20-point white light is located 11 feet or less to the left of the keel line when viewed from ahead.

6. On 95-foot aircraft rescue boats (no hull classification) and motor-torpedo boats (PT), the 20-point white light is located at a maximum of 14 feet below the required height (based on International Rule 2(a)(iii)).

7. On motor-torpedo boats (PT) the lower towing light is located at a maximum of 4 feet below the required height (based on International Rule 3(a)).

8. On hydrofoil patrol craft (PC(H) class):

a. The masthead and anchor lights shall be located on the centerline and two feet aft of the amidship point instead of in the forepart of such vessels.

b. The anchor light shall be carried at a height above the hull of more than 20 feet.

9. On self-propelled crane (no hull classification) considerable reduction in the all around visibility of anchor lights exists. Two sets of "not under command" lights are installed, one set on either side of the superstructure (based on International Rule 4(a)).

10. Great Lakes—Naval vessels operating on the Great Lakes shall carry their navigational lights and shapes at the positions complying with the Regulations for Preventing Collisions at Sea, 1960, except as follows: For naval vessels under 150 feet in length requiring only one white light under the Regulations for Preventing Collisions at Sea, 1960, an additional all around white light will be carried which in some cases may be carried less than 50 feet abaft the forward light. In addition, the after white range light required by Rule 3(c), Great Lakes Rules, is a 20-point white light, so fixed as to show the light 10 points on each side of the vessel, that is, from right ahead to two points abaft the beam on either side. These vessels will, however, carry the white light stern light required by Rule 10, Regulations for Preventing Collisions at Sea, 1960, to light the vessel aft. At anchor these vessels will display in lieu of the two lights forward and two lights aft, Rule 9, Great Lakes Rules, a single all around white anchor light forward and a single all around white anchor light aft located in accordance with Rule 11(a) and (b), Regulations for Preventing Collisions at Sea, 1960, as modified for aircraft carriers and aircraft carrier types by Note 3 of this section. Submarines will be lighted as provided by Table Two.

11. On guided missile destroyers known as the DDG-2 Class, and on destroyer-type vessels when engaged in towing vessels or objects exceeding 600 feet in length, the two lower of the three towing 20-point white lights will be separated from 3 feet to 15 feet vertically in lieu of the prescribed 6-foot separation. On motor gunboats (PGM), the three towing lights shall be carried in a vertical line, equally spaced and not less than 3 feet apart in lieu of the prescribed 6-foot separation (based on International Rule 3(a)).

12. On Mine Countermeasure Support Ships (MCS-1), the after anchor light will be carried at a height not less than 4 feet lower than the forward anchor light in lieu of the required 15 feet (based on International Rule 11(b)).

13. On motor gunboats (PGM), the three task lights shall be carried in a vertical line, equally spaced and not less than 3 feet apart in lieu of the prescribed 6-foot separation (based on International Rule 4(c)).

14. On Side Loaded Warping Tugs the 20-point white light (masthead light) will be located 55½ feet, or approximately two-thirds of the vessel's length, aft of the bow, rather than in the forepart of the vessel (based on International Rule 2(a)(i) and Inland Article 2(a)). Also, this light will be located 5 feet to starboard of the vessel's centerline.

15. On Landing Craft Repair Ships (ARL) the lower two towing lights in the three-light presentation (based on International Rule 3(a) and Inland Article 3(a)) will be obstructed when viewed from off the vessel's port and starboard bow. There will be a 1.5° arc of obstruction, from 10° through 11.5°, relative to the vessel's head; and a 2.5° arc of obstruction, from 346° through 348.5°, relative to the vessel's head.

**§707.1 Display of distinctive lights by submarines.**—(a) In accordance with Rule 13(a), International Rules, and Article 13, Inland Rules, the Secretary of the Navy has authorized the display of a distinctive light by U.S. Naval submarines in international waters and in the inland waters of the United States. The light will be exhibited in addition to the presently prescribed navigational lights for submarines.

(b) The normal navigational lights of submarines have been found to be easily mistaken for those of small vessels when in fact submarines are large deep draft vessels with limited maneuvering characteristics while they are on the surface. The newly authorized light is expected to promote safety at sea by assisting in the identification of submarines.

(c) United States submarines may therefore display an amber rotating light producing 90 flashes per minute visible all around the horizon at a distance of at least 3 miles, the light to be located not less than 2 feet, and not more than 6 feet above the masthead light.

(Sec. 1 (art. 13), 30 Stat. 99, sec. 4 (rule 13(a)), 77 Stat. 203; 33 U.S.C. 182, 1073(a))

**DEPARTMENT OF THE ARMY RULES AND REGULATIONS GOVERNING THE DISPLAY OF SIGNALS ON, AND THE OPERATIONS OF, all craft and Accessories Working on Wrecks, Engaged in Dredging, Surveying, or Other Work of Improvement, and the Use and Navigation of the Waters in the Vicinity, in the Great Lakes and Their Connecting and Tributary Waters as Far East as Montreal, the Red River of the North, and the Rivers Whose Waters Flow Into the Gulf of Mexico, and Their Tributaries**

Section 7 of the River and Harbor Act of August 8, 1917, as amended (33 U.S.C. 1), provides as follows:

It shall be the duty of the Secretary of the Army to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessity may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any district court of the United States within whose territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding \$500, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court.

In pursuance of the above-quoted law, the following regulations have been prescribed:

## REGULATIONS<sup>1</sup>

### TITLE 33—NAVIGATION AND NAVIGABLE WATERS

#### Chapter II—Corps of Engineers, Department of the Army

#### PART 201—GENERAL REGULATIONS

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| <p>Sec.<br/>201.1 Scope and applicability of part.<br/>Lights and Day Signals<br/>201.2 Signals to be displayed by a towing vessel when towing a submerged or partly submerged object upon a hawser when no signals can be displayed upon the object which is towed.<br/>201.3 Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting.<br/>201.4 Dredges held in stationary position by moorings or spuds.<br/>201.5 Self-propelling suction dredges under way and engaged in dredging operations.</p> | <p>Sec.<br/>201.6 Vessels moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations.<br/>201.7 Lights to be displayed on pipe lines.<br/>201.8 Lights generally.<br/>201.9 Vessels moored or at anchor.<br/>Passing Floating Plant Working in Navigable Channels<br/>201.10 Passing signals.<br/>201.11 Speed of vessels passing floating plant working in channels.<br/>201.12 Light-draft vessels passing floating plant.<br/>201.13 Aids to navigation marking floating-plant moorings.<br/>201.14 Obstruction of channel by floating plant.<br/>201.15 Clearing of channels.<br/>201.16 Protection of marks placed for the guidance of floating plant.<br/>201.20 Lights for Great Lakes pilot vessels.</p> |
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AUTHORITY: The provisions of this Part 201, issued under sec. 4, 28 Stat. 362 as amended; 33 U.S.C. 1.

**§201.1 Scope and applicability of part.**—(a) The regulations contained in this part govern lights and day signals to be displayed by towing vessels with tows on which no signals can be displayed, vessels working on wrecks, dredges, and vessels engaged in laying cables or pipe or in submarine or bank protection operations, lights to be displayed on dredge pipeline, and day sig-

<sup>1</sup> The regulations in this part are copied from the Code of Federal Regulations of the United States of America, as amended. The regulations herein are only those containing general requirements and are not all the regulations of the Corps of Engineers, Department of the Army.



nals to be displayed by vessels of more than 65 feet in length moored or anchored in a fairway or channel (Sections 201.2 to 201.9, inclusive) and the passing by other vessels of floating plant working in navigable channels (Sections 201.10 to 201.16, inclusive).

(b) The regulations contained in this part are applicable on the Great Lakes and their connecting and tributary waters as far east as Montreal ("Great Lakes"), and on the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries ("Western Rivers"). Similar Coast Guard regulations, applicable on the harbors, rivers, and inland waters of the United States except the "Great Lakes" and the "Western Rivers," are contained in Sections 80.18 to 80.31a, of this title.

#### LIGHTS AND DAY SIGNALS

**§201.2 Signals to be displayed by a towing vessel when towing a submerged or partly submerged object upon a hawser when no signals can be displayed upon the object which is towed.—(a)** The vessel having the submerged object in tow shall display by day, where they can best be seen, two shapes, one above the other, not less than six feet apart, the lower shape to be carried not less than 10 feet above the deck house. The shapes shall be in the form of a double frustum of a cone, base to base, not less than two feet in diameter at the center nor less than eight inches at the ends of the cones, and to be not less than four feet lengthwise from end to end, the upper shape to be painted in alternate horizontal stripes of black and white, eight inches in width, and the lower shape to be painted a solid bright red.

(b) By night the towing vessel shall display the regular side lights, but in lieu of the regular white towing lights shall display four lights in a vertical position not less than three feet nor more than six feet apart, the upper and lower of such lights to be white, and the two middle lights to be red, all of such lights to be of the same character as the regular towing lights.

**§201.3 Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting.—(a)** Steam vessels, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting, shall display by day two shapes of the same character and dimensions and displayed in the same manner as required by Section 201.2(a), except that both shapes shall be painted a solid bright red, but where more than one vessel is working under the above conditions, the shapes need be displayed only from one vessel on each side of the wreck from which they can best be seen from all directions.

(b) By night this situation shall be indicated by the display of a white light from the bow and stern of each outside vessel or lighter not less than six feet above the deck, and in addition thereto there shall be displayed in a position where they can best

be seen from all directions two red lights carried in a vertical line not less than three feet nor more than six feet apart, and not less than 15 feet above the deck.

**§201.4 Dredges held in stationary position by moorings or spuds.**—(a) Dredges which are held in stationary position by moorings or spuds shall display by day two red balls not less than two feet in diameter and carried in a vertical line not less than three feet nor more than six feet apart, and at least 15 feet above the deck house and in a position where they can best be seen from all directions.

(b) By night they shall display a white light at each corner, not less than six feet above the deck, and in addition thereto there shall be displayed in a position where they can best be seen from all directions two red lights carried in a vertical line not less than three feet nor more than six feet apart, and not less than 15 feet above the deck. When scows are moored alongside a dredge in the foregoing situation they shall display a white light on each outboard corner, not less than six feet above the deck.

**§201.5 Self-propelling suction dredges under way and engaged in dredging operations.**—(a) Self-propelling suction dredges under way and engaged in dredging operations shall display by day two black balls not less than two feet in diameter and carried in a vertical line not less than 15 feet above the deck house, and where they can best be seen from all directions. The term "dredging operations" shall include maneuvering into or out of position at the dredging site, but shall not include proceeding to and from the site.

(b) By night they shall carry, in addition to the regular running lights, two red lights of the same character as the white masthead light and in a vertical line beneath that light, the red lights to be not less than three feet nor more than six feet apart and the upper red light to be not less than four feet nor more than six feet below the masthead light, and on or near the stern two red lights in a vertical line not less than four feet nor more than six feet apart, to show through four points of the compass; that is, from right astern to two points on each quarter.

**§201.6 Vessels moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations.**—(a) Vessels which are moored or anchored and engaged in laying cables or pipe, submarine construction, excavation, mat sinking, bank grading, dike construction, revetment, or other bank protection operations, shall display by day, not less than 15 feet above the deck, where they can best be seen from all directions, two balls not less than two feet in diameter, in a vertical line not less than three feet nor more than six feet apart, the upper ball to be painted in alternate black and white vertical stripes six inches wide, and the lower ball to be painted a solid bright red.

(b) By night they shall display three red lights, carried in a vertical line not less than three feet nor more than six feet apart, in a

position where they can best be seen from all directions, with the lowermost light not less than 15 feet above the deck.

(c) Where a stringout of moored vessels or barges is engaged in the operations, three red lights carried as prescribed in paragraph (b) of this section shall be displayed at the channelward end of the stringout. Where the stringout crosses the navigable channel and is to be opened for the passage of vessels, the three red lights shall be displayed at each side of the opening instead of at the outer end of the stringout. There shall also be displayed upon such stringout one horizontal row of amber lights not less than six feet above the deck, or above the deck house where the craft carries a deck house, in a position where they can best be seen from all directions, spaced not more than 50 feet apart so as to mark distinctly the entire length and course of the stringout.

**§201.7 Lights to be displayed on pipelines.**—Pipelines attached to dredges, and either floating or supported on trestles, shall display by night one row of amber lights not less than eight feet nor more than 12 feet above the water, about equally spaced and in such number as to mark distinctly the entire length and course of the line, the intervals between lights where the line crosses navigable channels to be not more than 30 feet. There shall also be displayed on the shore or discharge end of the line two red lights, three feet apart, in a vertical line with the lower light at least eight feet above the water, and if the line is to be opened at night for the passage of vessels, a similar arrangement of lights shall be displayed on each side of the opening.

**§201.8 Lights generally.**—(a) All the lights required by Sections 201.2 to 201.7, except as provided in paragraphs 201.2 (b) and 201.5 (b), shall be of such character as to be visible on a dark night with a clear atmosphere for a distance of at least two miles.

(b) The lights required by paragraph 201.2 (b) to be of the same character as the regular towing lights, and the lights required by paragraph 201.5 (b) to be of the same character as the masthead light, shall be of such character as to be visible on a dark night with a clear atmosphere for a distance of at least five miles.

(c) All floodlights or headlights which may interfere with the proper navigation of an approaching vessel shall be so shielded that the lights will not blind the pilot of such vessel.

**§201.9 Vessels moored or at anchor.**—Vessels of more than 65 feet in length when moored or anchored in a fairway or channel shall display between sunrise and sunset on the forward part of the vessel where it can best be seen from other vessels one black ball not less than two feet in diameter.

**§201.10 Passing signals.**—(a) Vessels intending to pass dredges or other types of floating plant working in navigable channels, when within a reasonable distance therefrom and not in any case over a mile, shall indicate such intention by one long blast of the whistle, and shall be directed to the proper side for passage by the sounding, by the dredge or other floating plant, of the signal pre-

## PASSING FLOATING PLANT WORKING IN NAVIGABLE CHANNELS

scribed in the local pilot rules for vessels under way and approaching each other from opposite directions, which shall be answered in the usual manner by the approaching vessel. If the channel is not clear, the floating plant shall sound the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the plant.

(b) When the pipe line from a dredge crosses the channel in such a way that an approaching vessel cannot pass safely around the pipe line or dredge, there shall be sounded immediately from the dredge the alarm or danger signal and the approaching vessel shall slow down or stop and await further signal from the dredge. The pipe line shall then be opened and the channel cleared as soon as practicable; when the channel is clear for passage the dredge shall so indicate by sounding the usual passing signal as prescribed in paragraph (a) of this section. The approaching vessel shall answer with a corresponding signal and pass promptly.

(c) When any pipe line or swinging dredge shall have given an approaching vessel or tow the signal that the channel is clear, the dredge shall straighten out within the cut for the passage of the vessel or tow.

NOTE: The term "floating plant" as used in Sections 201.10 to 201.16, includes dredges, derrick boats, snag boats, drill boats, pile drivers, maneuver boats, hydraulic graders, survey boats, working barges, and mat sinking plant.

**§201.11 Speed of vessels passing floating plant working in channels.**—Vessels, with or without tows, passing floating plant working in channels, shall reduce their speed sufficiently to insure the safety of both the plant and themselves, and when passing within 200 feet of the plant their speed shall not exceed five miles per hour. While passing over lines of the plant, propelling machinery shall be stopped.

**§201.12 Light-draft vessels passing floating plant.**—Vessels whose draft permits shall keep outside the buoys marking the ends of mooring lines of floating plant working in channels.

**§201.13 Aids to navigation marking floating-plant moorings.**—Breast, stern, and bow anchors of floating plant working in navigable channels shall be marked by barrel or other suitable buoys. By night approaching vessels shall be shown the location of adjacent buoys by throwing a suitable beam of light from the plant on the buoys until the approaching vessel has passed, or the buoys may be lighted by red lights, visible in all directions, of the same character as specified in Paragraph 201.8 (a).

**§201.14 Obstruction of channel by floating plant.**—Channels shall not be obstructed unnecessarily by any dredging or other floating plant. While vessels are passing such plant all lines running therefrom across the channel on the passing side which may interfere with or obstruct navigation shall be slacked to the bottom of the channel.

**§201.15 Clearing of channels.**—When special or temporary regulations have not been prescribed and action under the regulations contained in Sections 201.10 to 201.14, will not afford clear

passage, floating plant in narrow channels shall, upon notice, move out of the way of vessels a sufficient distance to allow them a clear passage. Vessels desiring passage shall, however, give the master of the floating plant ample notice in advance of the time they expect to pass.

NOTE: If it is necessary to prohibit or limit the anchorage or movement of vessels within certain areas in order to facilitate the work of improvement, application should be made through official channels for establishment by the Secretary of the Army of special or temporary regulations for this purpose.

**§201.16 Protection of marks placed for the guidance of floating plant.**—Vessels shall not run over anchor buoys, or buoys, stakes, or other marks placed for the guidance of floating plant working in channels; and shall not anchor on the ranges of buoys, stakes, or other marks placed for the guidance of such plant.

**§201.20 Lights for Great Lakes pilot vessels.**—(a) A power driven pilot vessel when engaged on pilotage duty and under way:

(1) Shall carry a white light at the masthead at a height of not less than 20 feet above the hull, visible all round the horizon at a distance of at least 3 miles and at a distance of 8 feet below it a red light similar in construction and character. If such a vessel is of less than 65 feet in length the vessel may carry the white light at a height of not less than 9 feet above the gunwale and the red light at a distance of 4 feet below the white light.

(2) Shall carry the sidelights prescribed by Great Lakes Rule 3 (33 U.S.C. 252) or by the Act of April 25, 1940 (46 U.S.C. 526b), as appropriate, and a white light at the stern showing an unbroken light over an arc of the horizon of  $135^{\circ}$ , so fixed as to show the light  $67\frac{1}{2}^{\circ}$  from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles.

(3) Shall show one or more flareup lights at intervals not exceeding 10 minutes. An intermittent white light visible all round the horizon may be used in lieu of flareup lights.

(b) A sailing pilot vessel when engaged on pilotage duty and under way:

(1) Shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles.

(2) Shall be provided with the sidelights prescribed in paragraph (a)(2) of this section or the portable lanterns prescribed by Great Lakes Rule 8 (33 U.S.C. 257), as appropriate, and shall, on the near approach of or to other vessels, have such lights ready for use, and shall show them at short intervals to indicate the direction in which the pilot vessel is heading, but the green light shall not be shown on the port side nor the red light on the starboard side. The vessel shall also carry the stern light prescribed in paragraph (a)(2) of this section.

(3) Shall show one or more flareup lights at intervals not exceeding 10 minutes.

(c) A pilot vessel when engaged on pilotage duty and not under way shall carry the lights and show the flares prescribed in paragraphs (a)(1) and (3) or (b)(1) and (3) of this section, as ap-

propriate, and if at anchor shall also carry the anchor lights prescribed in Great Lakes Rule 9 (33 U.S.C. 258).

(d) A pilot vessel when not engaged on pilotage duty shall show the lights or shapes for a similar vessel of the same length.

[Regs., Jan. 30, 1967, ENGCW-ON] (Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

## ACT OF APRIL 25, 1940; EXCERPTS FROM

AN ACT TO AMEND LAWS FOR PREVENTING COLLISIONS OF VESSELS, TO REGULATE THE EQUIPMENT OF CERTAIN MOTORBOATS ON THE NAVIGABLE WATERS OF THE UNITED STATES, AND FOR OTHER PURPOSES

### *Motorboat defined; inspection*

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the word "motorboat" where used in this Act shall include every vessel propelled by machinery and not more than sixty-five feet in length except tugboats and towboats propelled by steam. The length shall be measured from end to end over the deck, excluding sheer: Provided, That the engine, boiler, or other operating machinery shall be subject to inspection by the Coast Guard and to its approval of the design thereof, on all said motorboats, which are more than forty feet in length, and which are propelled by machinery driven by steam. (46 U. S. C. 562.)*

### *Classes of motorboats*

SEC. 2. Motorboats subject to the provisions of this Act shall be divided into four classes as follows:

Class A. Less than sixteen feet in length.

Class 1. Sixteen feet or over and less than twenty-six feet in length.

Class 2. Twenty-six feet or over and less than forty feet in length.

Class 3. Forty feet or over and not more than sixty-five feet in length. (46 U. S. C. 526a.)

### *Lights*

SEC. 3. Every motorboat in all weathers from sunset to sunrise shall carry and exhibit the following lights when under way, and during such time no other lights which may be mistaken for those prescribed shall be exhibited:

(a) Every motorboat of classes A and 1 shall carry the following lights:

First. A bright white light aft to show all around the horizon.

Second. A combined lantern in the fore part of the vessel and lower than the white light, aft, showing green to starboard and red to port, so fixed as to throw the light from right ahead to two points abaft the beam on their respective sides.

(b) Every motor boat of classes 2 and 3 shall carry the following lights:

First. A bright white light in the fore part of the vessel as near the stem as practicable, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass,

so fixed as to throw the light ten points on each side of the vessel; namely, from right ahead to two points abaft the beam on either side.

Second. A bright white light aft to show all around the horizon and higher than the white light forward.

Third. On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side. On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side. The said side lights shall be fitted with inboard screens of sufficient height so as to prevent these lights from being seen across the bow.

(c) Motorboats of classes A and 1 when propelled by sail alone shall carry the combined lantern, but not the white light aft, prescribed by this section. Motorboats of classes 2 and 3, when so propelled, shall carry the colored side lights, suitably screened, but not the white lights, prescribed by this section. Motorboats of all classes, when so propelled, shall carry, ready at hand, a lantern or flashlight showing a white light which shall be exhibited in sufficient time to avert collision.

(d) Every white light prescribed by this section shall be of such character as to be visible at a distance of at least two miles. Every colored light prescribed by this section shall be of such character as to be visible at a distance of at least one mile. The word "visible" in this Act, when applied to lights, shall mean visible on a dark night with clear atmosphere.

(e) When propelled by sail and machinery any motorboat shall carry the lights required by this section for a motorboat propelled by machinery only.

(f) Any motorboat may carry and exhibit the lights required by the Regulations for Preventing Collisions at Sea, 1960, Act of September 24, 1963 (77 Stat. 194-210; 33 U. S. C. 1051-1053, 1061-1094), as amended, in lieu of the lights required by this section. (43 U. S. C. 526b.)

NOTE: On motorboats of classes A and 1 the aft white all around light or the 12 point white stern light may be located off the centerline.

#### *Whistles*

SEC. 4. Every motorboat of class 1, 2, or 3, shall be provided with an efficient whistle or sound-producing mechanical appliance (46 U.S.C. 526c).

#### *Bells*

SEC. 5. Every motorboat of class 2 or 3 shall be provided with an efficient bell. (46 U.S.C. 526d.)

\* \* \* \* \*

#### *Exemptions for outboard racing motorboats*

SEC. 9. The provisions of sections 4, 5, and 8 of this Act shall not apply to motorboats propelled by outboard motors while competing in any race previously arranged and announced or, if



such boats be designed and intended solely for racing, while engaged in such navigation as is incidental to the tuning up of the boats and engines for the race. (46 U. S. C. 526h).

\* \* \* \* \*

*Pilot rules not required*

SEC. 12. Motorboats shall not be required to carry on board copies of the pilot rules. (46 U. S. C. 526k.)

*Authority to arrest for negligent operation*

SEC. 15. Any officer of the United States authorized to enforce the navigation laws of the United States shall have power and authority to swear out process and to arrest and take into custody, with or without process, any person who may commit any act or offense prohibited by section 13, or who may violate any provision of said section: *Provided*, That no person shall be arrested without process for any offense not committed in the presence of some one of the aforesaid officials: *Provided further*, That whenever an arrest is made under the provisions of this Act, the person so arrested shall be brought forthwith before a commissioner, judge, or court of the United States for examination of the offense alleged against him, and such commissioner, judge, or court shall proceed in respect thereto as authorized by law in cases of crimes against the United States. (46 U. S. C. 526n.)

*Penalty for other violations of Act*

SEC. 16. If any motorboat or vessel subject to any of the provisions of this Act is operated or navigated in violation of this Act or any regulation issued thereunder, the owner or operator, either one or both of them, shall, in addition to any other penalty prescribed by law, be liable to a penalty of \$100: *Provided*, That in the case of motorboats or vessels subject to the provisions of this Act carrying passengers for hire, a penalty of \$200 shall be imposed on the owner or operator, either one or both of them, thereof for any violation of section 6, 7, or 8 of this Act or of any regulations pertaining thereto. For any penalty incurred under this section the motorboat or vessel shall be held liable and may be proceeded against by way of libel in the district court of any district in which said motorboat or vessel may be found. (46 U. S. C. 526o).

*Regulations; enforcement*

SEC. 17. The Commandant<sup>1</sup> of the Coast Guard shall establish all necessary regulations required to carry out in the most effective manner all of the provisions of this Act, and such regulations shall have the force of law. The Commandant of the Coast Guard or any officer of the Coast Guard authorized by the Commandant

<sup>1</sup> See footnote 1 on p. 3 for statement regarding delegation of functions.

may, upon application therefor, remit or mitigate any fine, penalty, or forfeiture incurred under this Act or any regulation provided for in section 14 hereunder. The Commandant of the Coast Guard shall establish such regulations as may be necessary to secure the enforcement of the provisions of this Act by any officer of the United States authorized to enforce the navigation laws of the United States. (46 U. S. C. 526p).

### *Exemptions*

SEC. 18. The proviso contained in the last paragraph of section 2 of the Act of May 11, 1918 (40 Stat. 549), shall apply also with like force and effect to motorboats as defined in this Act.

Motorboats as defined in this Act are hereby exempted from the provisions of Revised Statutes 4399, as amended (48 Stat. 125; 46 U. S. C. 361). (46 U. S. C. 526q.)

\* \* \* \* \*

### *Application of Act; "State" defined*

SEC. 22. (a). This Act applies to every motorboat or vessel on the navigable waters of the United States, Guam, the Virgin Islands, the Commonwealth of Puerto Rico, and the District of Columbia, and every motorboat or vessel owned in a State and using the high seas, except that the provisions of this Act other than sections 12, 18, and 19 do not apply to boats as defined in and subject to the Federal Boat Safety Act of 1971.

(b) As used in this Act—

The term "State" means a State of the United States, Guam, the Virgin Islands, the Commonwealth of Puerto Rico, and the District of Columbia.

(c) Any vessel, to the extent that it is subject to the Small Passenger Carrying Vessel Act, May 10, 1956 (70 Stat. 151), or to any other vessel inspection statute of the United States, is exempt from the provisions of this Act.

(d) Nothing contained in this Act shall be deemed to exempt from the antitrust laws of the United States any conduct that would be unlawful under such laws, or to prohibit under the anti-trust laws of the United States any conduct that would be lawful under such laws.

(e) Regulations previously issued under statutory provisions repealed, modified, or amended by this Act continue in effect as though promulgated under the authority of this Act until expressly abrogated, modified, or amended by the Secretary under the regulatory authority of this Act.

(f) Any criminal or civil penalty proceeding under the Motorboat Act of 1940, as amended, or the Federal Boating Act of 1958, as amended, for a violation which occurred before the effective date of this Act may be initiated and continue to conclusion as though the former Acts had not been amended or repealed hereby.

## EXCERPTS FROM THE FEDERAL BOAT SAFETY ACT OF 1971

### *Applicability*

SEC. 4. (a) This Act applies to vessels and associated equipment used, to be used, or carried in vessels used, on waters subject to the jurisdiction of the United States and on the high seas beyond the territorial seas for vessels owned in the United States.

\* \* \*

(c) This Act, except those sections where the content expressly indicates otherwise, does not apply to—

(1) foreign vessels temporarily using waters subject to United States jurisdiction;

(2) military or public vessels of the United States, except recreational-type public vessels;

(3) a vessel whose owner is a State or subdivision thereof, which is used principally for governmental purposes, and which is clearly identifiable as such;

(4) ships' lifeboats.

\* \* \*

### *Prohibited Acts*

SEC. 12 (a)\*\*\*

(c) No person may use a vessel in violation of this Act or regulations issued thereunder.

(d) No person may use a vessel, including one otherwise exempted by section 4(c) of this Act, in a negligent manner so as to endanger the life, limb, or property of any person. Violations of this subsection involving use which is grossly negligent, subject the violator, in addition to any other penalties prescribed in this Act, to the criminal penalties prescribed in section 34.

\* \* \*

### *Rendering of Assistance in Casualties*

SEC. 16. (a) The operator of a vessel, including one otherwise exempted by subsection 4(c) of this Act, involved in a collision, accident, or other casualty, to the extent he can do so without serious danger to his own vessel, or persons aboard, shall render all practical and necessary assistance to persons affected by the collision, accident, or casualty to save them from danger caused by the collision, accident, or casualty. He shall also give his name, address, and the identification of his vessel to any person injured and to the owner of any property damaged. The duties imposed by this subsection are in addition to any duties otherwise imposed by law.

(b) Any person who complies with subsection (a) of this section or who gratuitously and in good faith renders assistance at

the scene of a vessel collision, accident, or other casualty without objection of any person assisted, shall not be held liable for any civil damages as a result of the rendering of assistance or for any act or omission in providing or arranging salvage, towage, medical treatment, or other assistance where the assisting person acts as an ordinary, reasonably prudent man would have acted under the same or similar circumstances.

\* \* \* \* \*

*Criminal Penalties*

SEC. 34. Any person who willfully violates section 12(c) of this Act or the regulations issued thereunder shall be fined not more than \$1,000 for each violation or imprisoned not more than one year, or both.

*Civil Penalties*

SEC. 35. (a)\*\*\*

(b) In addition to any other penalty prescribed by law any person who violates any other provision of this Act or the regulations issued thereunder shall be liable to a civil penalty of not more than \$500 for each violation. If the violation involves the use of a vessel, the vessel, except as exempted by subsection 4(c) of this Act, shall be liable and may be proceeded against in the district court of any district in which the vessel may be found.

## APPENDIX

### St. Marys River—Schedule of Distances and Times

Courses	Distance in statute miles	Minimum time at maximum legal speed	Maximum time at minimum speed of 5 miles per hour
<b>UPBOUND</b>			
Everens Point to Lookout Station No. 1	1.2	7	14
Lookout Station No. 1 to Dark Hole Turn	1.3	7	16
Dark Hole Turn to Stribling Point Range	3.2	16	38
Stribling Point Range to Middle Neebish Channel Light 50	1.5	7	18
Middle Neebish Channel Light 50 to Middle Neebish Channel Light 58	1.2	7	14
Middle Neebish Channel Light 58 to Lake Nicolet Light 62	0.7	4	8
Lake Nicolet Light 62 to Nine-Mile Point	4.6	23	55
Nine-Mile Point to Six-Mile Point Range Rear Light	3.2	13	38
Six-Mile Point Range Rear Light to Frechette Point Range Front Light	1.5	8	18
Frechette Point Range Front Light to Little Rapids Cut Lighted Buoy 105	2.9	15	35
Little Rapids Cut Lighted Buoy 105 to Southeast Pierhead Light	1.6	8	20
Southwest Pierhead Light to Big Point Lighted Buoy 9	2.1	11	25
<b>DOWNBOUND</b>			
Big Point Lighted Buoy 9 to Southwest Pierhead Light	2.1	11	25
Southeast Pierhead Light to Little Rapids Cut Lighted Buoy 105	1.6	8	20
Little Rapids Cut Lighted Buoy 105 to Frechette Point Range Front Light	2.9	15	35
Frechette Point Range Front Light to Six-Mile Point Range Rear Light	1.5	8	18
Six-Mile Point Range Rear Light to West Neebish Channel Light 58	4.1	21	49
West Neebish Channel Light 58 to West Neebish Channel Light 52	2.0	10	24
West Neebish Channel Light 52 to Lookout Station No. 4	4.7	24	57
Lookout Station No. 4 to Lower Dam	1.7	10	20
Lower Dam to West Neebish Channel Lighted Buoy 24	0.6	3	7
West Neebish Channel Lighted Buoy 24 to West Neebish Channel Light 14	2.8	14	34
West Neebish Channel Light 14 to West Neebish Channel Lighted Buoy 1	3.7	18	42

## COAST GUARD DISTRICT COMMANDERS AND MERCHANT MARINE ACTIVITIES

District	Title	City	State	Address
1st	Commander, 1st Coast Guard District	Boston	Massachusetts 02203	J. F. Kennedy Federal Bldg., Government Center.
	Chief, Merchant Marine Safety Division.	do	do	Do.
	Officer in Charge, Marine Inspection	do	do	do
	do	Portland	Maine 04112	427 Commercial St. P.O. Box 108, Pearl Street Station.
2d	do	Providence	Rhode Island 02903	104 John E. Forgarty Federal Bldg.
	Commander, 2d Coast Guard District	St. Louis	Missouri 63103	Federal Bldg., 1520 Market St.
	Chief, Merchant Marine Safety Division.	do	do	Do.
	Officer in Charge, Marine Inspection	do	do	do
	do	Paducah	Kentucky 42001	Suite 1128, 210 N. 12th St. P.O. Box 1400
	do	Dubuque	Iowa 52001	Avondale Station Box 695.
	do	Cincinnati	Ohio 45202	Room 4020, Federal Office Bldg., 550 Main St.
	do	Louisville	Kentucky 40201	P.O. Box 1153
	do	Memphis	Tennessee 38103	856 Federal Bldg., 167 No. Main St.
	do	Nashville	Tennessee 37203	Suite 300, 1600 Hayes St.
3d	do	Pittsburgh	Pennsylvania 15222	312 Stanwix St.
	do	Huntington	West Virginia 25725	P.O. Box 2412
	Commander, 3d Coast Guard District	New York	New York 10004	Governors Island.
	Chief, Merchant Marine Safety Division.	do	do	Do.
	Officer in Charge, Marine Inspection	do	do	do
	do	Albany	New York 12207	Battery Park Bldg. 313 Federal Bldg.
	do	Philadelphia	Pennsylvania 19106	Customhouse.

5th	Commander, 5th Coast Guard District	Portsmouth	Virginia 23705	Federal Bldg., 431 Crawford St.
	Chief, Merchant Marine Safety Division.	do	do	Do.
	Officer in Charge, Marine Inspection	do	do	Federal Bldg., Room 200.
	do	Wilmington	North Carolina 28401.	Room 101 Federal Bldg.
7th	do	Baltimore	Maryland 21202	Customhouse.
	Commander, 7th Coast Guard District	Miami	Florida 33130	Room 1018, Federal Bldg., 51 SW.
	Chief, Merchant Marine Safety Division	do	do	1st Ave.
	Officer in Charge, Marine Inspection	do	do	Do.
	do	Tampa	Florida 33132	Suite 301, 501 NE 1st Ave
	do	Charleston	South Carolina 29403.	P.O. Box 3172.
	do	Savannah	Georgia 31402	625 Federal Bldg, 334 Meeting St.
	do	Jacksonville	Florida 32201	P.O. Box 8191.
8th	do	San Juan	Puerto Rico 00904	P.O. Box 4398
	Commander, 8th Coast Guard District	New Orleans	Louisiana 70130	P.O. Box 3666.
	Chief, Merchant Marine Safety Division	do	do	Customhouse.
	Officer in Charge, Marine Inspection	do	do	Customhouse.
	do	Mobile	Alabama 36602	201 Gateway Bldg.
	do	Port Arthur	Texas 77640	124 Camp St.
	do	Galveston	Texas 77550	563 Federal Bldg.
	do	Corpus Christi	Texas 78403	Federal Bldg. Customhouse
9th	do	Houston	Texas 77011	5th and Austin Ave.
	Commander, 9th Coast Guard District	Cleveland	Ohio 44199	Room 201 Customhouse.
	Chief, Merchant Marine Safety Division	do	do	P.O. Box 1621.
	Officer in Charge, Marine Inspection	do	do	7300 Wingate St.
	do	Buffalo	Ohio 44114	1240 East 9th St.
	do	Detroit	New York 14202	Do.
	do	Duluth	Michigan 48226	1055 East 9th St.
	do	Toledo	Minnesota 55802	Room 1111, Federal Bldg.,
	do	Saint Ignace	Ohio 43604	111 W. Huron St.
	do	Chicago	Michigan 49781	424 Federal and Courthouse Bldg.
	do		Illinois 60607	Canal Park.
	do			501 Federal Bldg., 234 Summit St.
	do			Municipal Bldg.
	do			610 S. Canal St.

## COAST GUARD DISTRICT COMMANDERS AND MERCHANT MARINE ACTIVITIES—Continued

District	Title	City	State	Address
11th	Commander, 11th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection	Long Beach do San Pedro	California 90802 do California 90731	Heartwell Bldg., 19 Pine Ave. Do. (Los Angeles-Long Beach) 2035 Customhouse 300 S. Ferry St. B St. Pier
12th	do Commander, 12th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection	San Diego San Francisco do	California 92101 California 94126 do	630 Sansome St. Do. Station B, Box 2029.
13th	Commander, 13th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection do	Seattle do do Portland	Washington 98104 do do Oregon 97209	618 2d Ave. Do. Do. 496 Federal Bldg. 511 NW Broadway
14th	Commander, 14th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection do	Honolulu do do Guam	Hawaii 96813 do do do	677 Ala Moana 610 Fort St. Do. P.O. Box 157 FPO, San Francisco Cal. 96630
17th	Commander, 17th Coast Guard District Chief, Merchant Marine Safety Division Officer in Charge, Marine Inspection do	Juneau do do Anchorage	Alaska do do Alaska	FPO Seattle Wa. 98771 Do. Do. FPO Seattle, Wa. 98774



<b>MERCHANT MARINE DETAILS</b>	<b>LOCAL ADDRESS</b>
<b>SINGAPORE</b>	American Embassy FPO San Francisco 96699
<b>BREMEN</b>	Merchant Marine Detail Officer, USCG, American Consulate General, 1, Praesident Kennedy Platz, BREMEN, Germany.
<b>ROTTERDAM</b>	Merchant Marine Detail Officer, USCG, American Consulate General, Vlasmarkt 1, ROTTERDAM, Netherlands.
<b>YOKOHAMA</b>	Merchant Marine Detail Officer, USCG, North Pier, YOKOHAMA, Japan.
<b>SAIGON</b>	Merchant Marine Detail Officer, USCG, American Embassey 4 Thong Nhut SAIGON, Viet Nam.
<b>MANILA</b>	Merchant Marine Detail Officer, USCG, American Embassey MANILA, R.P.

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